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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling	Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	Dep.	7.21	8.05	10.30	11.40	3.00	4.17	5.13	6.08
Sheungshui	Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling	Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo	Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati	Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.		A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	8.55	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati	Dep.	6.50	—	9.24	10.39	12.09	2.31	5.38	7.19
Shatin	Dep.	7.02	—	9.36	10.51	12.21	2.43	5.51	7.31
Taipo	Dep.	7.16	—	9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	Dep.	7.21	—	9.53	11.08	12.38	3.00	6.09	7.48
Fanling	Dep.	7.32	—	10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	Dep.	7.36	9.12	10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	Arr.	7.42	9.18	10.13	11.28	12.58	3.21	6.30	8.08

First Class Only

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	Dep.	8.18	10.45	11.47	3.07	4.24	5.27	5.46	6.16
Fanling	Dep.	8.23	10.49	11.51	3.11	4.28	—	5.51	6.20
Taipo Market	Dep.	8.33	10.59	12.02	3.21	4.38	—	6.01	6.30
Taipo	Dep.	8.37	11.04	12.07	3.25	4.42	—	6.05	6.34
Shatin	Dep.	8.51	11.17	12.21	3.38	4.55	—	6.18	6.47
Yaumati	Dep.	9.03	11.29	12.33	3.50	5.07	—	6.30	6.59
Kowloon	Arr.	9.11	11.37	12.41	3.58	5.15	6.04	6.38	7.07

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WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	Dep.	7.45	11.30	2.20	6.25
Shataukok	Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS		A.M.	A.M.	P.M.	P.M.
Fanling	Dep.	7.45	11.30	3.20	6.25
Shataukok	Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	Dep.	6.30	10.15	1.05	5.00
Fanling	Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	Dep.	6.30	10.15	2.05	5.15
Fanling	Arr.	7.25	11.10	3.00	6.10

Further information may be obtained at the RAILWAY OFFICES, KOWLOON; or from MESSRS. THOS. COOK & SON, LTD., HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

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L. BAINES,—
Manager
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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling	Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.15	6.08
Sheungshui	Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling	Dep.	7.32	8.16	10.49	11.51	3 11	4.28	5.24	6.19
Taipo Market	Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo	Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati	Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.		A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	8.35	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati	Dep.	6.50		9.24	10.39	12.09	2.31	5.38	7.19
Shatin	Dep.	7.02		9.36	10.51	12.21	2.43	5.51	7.31
Taipo	Dep.	7.16		9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	Dep.	7.21		9.53	11.08	12.38	3.00	6.09	7.48
Fanling	Dep.	7.32		10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	Dep.	7.36		10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	Arr.	7.42		10.13	11.28	12.58	3.21	6.30	8.08

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		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	Dep.	8.19	10.45	11.47	3.07	4.24	5.27	5.46	6.16
Fanling	Dep.	8.23	10.49	11.51	3.11	4.28	—	5.51	6.20
Taipo Market	Dep.	8.33	10.59	12.02	3.21	4.38	—	6.01	6.30
Taipo	Dep.	8.37	11.04	12.07	3.25	4.42	—	6.05	6.34
Shatin	Dep.	8.51	11.17	12.21	3.38	4.55	—	6.18	6.47
Yaumati	Dep.	9.03	11.29	12.33	3.50	5.07	—	6.30	6.59
Kowloon	Arr.	9.11	11.37	12.41	3.58	5.15	6.04	6.38	7.07

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WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	Dep.	7.45	11.30	2.20	6.25
Shataukok	Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS		A.M.	A.M.	P.M.	P.M.
Fanling	Dep.	7.45	11.30	3.20	6.25
Shataukok	Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	Dep.	6.30	10.15	1.05	5.00
Fanling	Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	Dep.	6.30	10.15	2.05	5.15
Fanling	Arr.	7.25	11.10	3.00	6.10

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, LTD., HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

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1 Qt. Superb Tawny Port.
2 Qts. St. Julien Claret.
1 Qt. Old Brown Sherry R.S.
1 Qt. D.C.L. Old Tom or Dry Gin.
1 Qt. Burgoyne's Burgundy.
1 phial Pomeranzan Bitters.

No. 2 HAMPER—$30.

1 Qt. Guillemart Champagne.
1 Pt. D.O.M.
1 Qt. Burgoyne's Burgundy.
1 Qt. Martell's XXX Brandy.
2 Qts. King Geo. IV. or Perfection Whisky.
2 Qts. Tawny Dry Port.
2 Qts. St. Julien Claret.
1 Qt. D.C.L. Old Tom or Dry Gin.
1 Qt. Vino de Pasto Sherry.
1 phial Pomeranzan Bitters.

No. 3 HAMPER—$26.

1 Qt. Burgoyne's Burgundy.
1 Pt. G. F. Peppermint.
1 Pt. D.O.M.
2 Qts. Sup. R.O. Port.
2 Qts. King Geo. IV. or Perfection Whisky.
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MODERN GOLFER.

"HYPOTHETICAL CRIMINAL."

WANTS GAME MADE EASY.

[BY THE GOLF CORRESPONDENT OF "THE TIMES."]

Recently, as the guest of a "venerable sage," to quote Sir Walter Simpson, I was making the tour of two well-known golf courses in Scotland. We did not play, but walked round with our umbrellas, looking at the various holes, of which my guide pointed out to me the qualities, with many shrewd and ingenious comments.

I noticed that these often included references to a person whom he called "the modern golfer."

He didn't seem to like this person. At times he became almost malevolent. And the essence of his charge was that this hypothetical criminal liked everything made too smooth and easy, that when he had hit the ball 200 yards from the tee, he had done everything that became a man, and that thereafter no evil thing should be allowed to befall him.

We came to a hole where the tee shot—a fascinating one—had to be hit down a narrow way between two lines of rough. In the fairway were two little hummocks with steep sides, clothed with bents and rough grass, and dotted with clumps of Scottish bluebells.

"The Modern Golfer," he said, "wants these taken away because he sometimes gets on to one of them at the end of a long drive."

Then he rushed to the top of the hummock with youthful agility and played an imaginary pitch with his umbrella.

"They ought to be able to do that," he cried. "It's only a mashie niblick shot. They never want anything except a mashie niblick for their second shots nowadays."

We walked some way farther, and there was an attractive green of irregular shape lying in something of a hollow. Right up to its edges the rough grass grew long and tough. No man was likely to lay a chip dead out of it.

"The Modern Golfer," he explained, "wants to have all that cut down because it's hard luck if he just overruns the green."

FIERCE GOING—PSHAW!

I now began to feel a little uncomfortable. I thought he looked at me rather queerly, as if he identified me with this disgraceful person. Soon I became almost sure he did. Meaning to praise the course, I remarked in a propitiatory and sycophantic tone that the rough was very fierce.

He answered: "So it ought to be. There's plenty of room."

At a short hole, where an out-of-bounds territory stretched on one side from tee to green, he told me that the penalty was only loss of distance which was utterly inadequate. I fancy he expected me to say that I deemed stroke and distance too severe, but I knew better; so he only made an observation which novelists spell "Tscha," and passed on. Finally, at the last hole, he told me, with a bitter laugh, that the proper tee was close to the whins, but the Modern Golfer had caused it to be moved 70 yards away, because he did not like going into the whins.

I hastened to make humble assenting noises, first, because I loved him, secondly because I was just a little frightened of him; thirdly, because I was going to eat his lunch; and, lastly, because, though he looked at me so suspiciously, I really did agree with him.

To hit a good, long, straight tee shot is not so very wonderful a feat. It ought indeed, to be quite easy of accomplishment. Certainly it is not wonderful enough to entitle the striker to complete immunity from all conceivable shafts of ill-fortune.

BRAVER SPIRIT.

A day or two since I was playing the 12th hole at St. Andrews.

One of my opponents and I had each played an almost identical tee shot. It was on the left-hand line, well but just a little temerariously struck, so that, if we had squeezed past the hidden bunker, we had done so by feet or inches rather than by yards.

As we left the tee we discussed our probable and respective fates, and my adversary said: "This is just the sort of thing that makes this course so exciting."

That surely is the right and the braver spirit, and, however little we appreciate it at the moment of disaster, it is one of the supreme charms of St. Andrews that we can make a very good shot and get into a very bad place. Over much talk of fairness makes for stupid golf.

I did not attempt any defence of the Modern Golfer over my friend's excellent lunch. I had an intuitive feeling that it was wiser not to do so. It did occur to me, however, that there were one or two things that might be said on his behalf. For example, his exaggerated respect for the 200-yard drive and his dislike to having to play short off the tee may not be entirely attributable to a dislike to "unfair" punishment.

NOT SO MODERN.

There are to-day, by comparison with yesterday, so few chances of lashing out with a wooden club. The ball flies so far, and people hit it so hard, there is but little wooden club play through the green; the brassy grows almost atrophied, and to take a cleek or a spoon from the tee becomes a serious deprivation of pleasure.

I nearly said to my friend; "Ah, but in your young days you were playing wooden club shots up to the hole all the time. It was no hardship then to play short now and again." However, I refrained. I did not think much of it as an argument, and I did not want him to think me capable of disrespect.

For this last reason, too, I said nothing about those old codes of golfing law which allowed the player, if he lost his ball, to drop another, subject to a penalty. That showed, I might have said, that even in those days there were modern golfers who thought it hard luck if they lost a ball in the whins.

(*Continued at foot of next Column.*)

In fact, I very much doubt if at any period of golfing history there were not lamentable persons who complained of the unfairness of their fate. Probably the formidable old gentlemen, whose pictures we see in red coats and epaulettes, spoke of them with the same contempt as my friend does of the Modern Golfer of to-day.

Now, I come to think of it, a red coat and epaulettes would become him very well. He would look charming in them.

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The Management of the **WORLD THEATRE** have pleasure to announce that a Large Assortment of Toys and VALUABLE PRESENTS will be distributed to the Kiddies and their Patrons on Christmas Day, at the 2.30 & 5.15 Shows.

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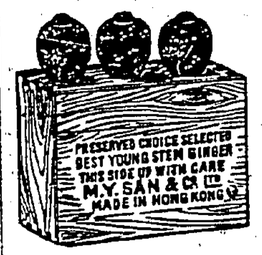
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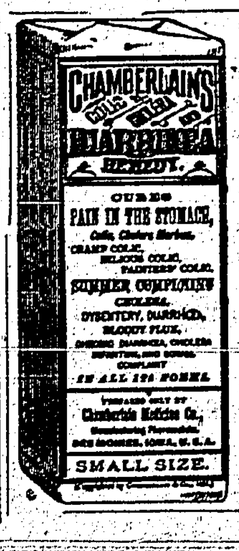




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BEAUTY CONTEST.

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ART PHOTOGRAPHERS,

64, QUEEN'S ROAD C.

WEEKLY SHARE REPORT.

HONGKONG, Dec. 24th, 1924.

Owing to the Christmas Holidays, our report is being issued earlier and during the few days which have intervened since we wrote last, the December Settlement has been liquidated. Prices generally are firm and the market continues active.

Banks.—Hongkong and Shanghai Banks show an improvement over last week's closing quotation, the rate having advanced to $1,180. The London price is £140 (middle).

Marine and Fire Insurances.—Unions have stiffened and are in request at $230. China Underwriters have changed hands at $2. Yangtszes are enquired for at $40. Cantons have receded to $725. China Fires at $180 and Hongkong Fires at $695 are unchanged.

Shipping.—"Star" Ferries after having been offered at $123 came into strong demand, and the rate has since appreciated to $130. Waterboats are asked for at $18½. Douglas Steamships are still on the weak side at $59. Hongkong, Canton and Macao Steamboats at $36 and Deferred Indo-China at $120 have lapsed to nominal quotations.

Refineries.—China Sugars have again been dealt in to a fair extent at $96. Malabons at $41 continue neglected.

Oils and Mining.—Langkats "Combined" have further advanced to Tls. 22½. The "Single" shares are wanted at Tls. 10½.

Electric Companies.—Hongkong Tramways have improved to $56. It is proposed to increase the authorized capital of the Company from $1,625,000 to $3,250,000 by the creation of 925,000 new shares of $5 each, and to declare a bonus of $5 per share payable out of the reserve fund by issuing to members one new fully-paid share for each existing share which they hold. The new shares will rank equally with the old for dividend. Hongkong Electrics have been negotiated at $42½. China Lights (combined) have been ruling firm, and with very few cash shares coming out, the price has jumped to $25.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves fell away in the early part of the week to $216½, but have since recovered to a buying rate of $219. Hongkong and Whampoa Docks have again come to business at $149. Shanghai Docks are steady at Tls. 106½. Latest advices from Shanghai quoted Hongkew Wharves Tls. 210 buyers. New Engineerings are offering locally at Tls. 7.70.

Lands, Hotels and Buildings.—Hongkong Lands have fluctuated between $107 and $108. Hongkong and Shanghai Hotels (old) have eased to $18½ at which rate they have been placed to a fair extent. The new shares have lapsed to a nominal quotation of $18½. Humphreys Estates have been put through at $21½ and more are wanted. Realtys at $2.40 mark a rise.

Cotton Mills.—Deals have been made in Ewo Mills at Tls. 12, and there are further buyers. Orientals have been booked at Tls. 3.00. Shanghai Cottons (old) are steady at Tls. 60, and the new at Tls. 33.

Miscellaneous.—Green Island Cements after having weakened to $25 have recovered to a buying quotation of $26½. China Providents (combined) have fetched $32½. The new shares have been done at $6½. Hongkong Ropes after having been booked at $58 are on offer at this rate. Dairy Farms are in demand at $24½.

Exchange.—The T.T. rate on London to-day is 2/4½, and on Shanghai 73½.

Forward Settlement Days.—January 20th (Tuesday); February 24th (Tuesday); March 24th (Tuesday); and April 28th (Tuesday).

BENJAMIN AND POTTS.

CEMENT INDUSTRY IN THE PHILIPPINES.

PROTECTIVE TARIFF NOT EFFECTIVE FOR SEVERAL MONTHS.

Despite the urgent demand of the Cebu Portland Cement Company, a Government-owned concern, for protection of its products against competition from foreign cement products which are being landed in the Philippines in large quantities, the increased tariff rates on imported cement which were passed by the recent session of the Legislature and approved by the Governor-General are not expected to become effective for several months, it was declared in official circles.

The new tariff must be approved by the President of the United States, as it affects the provisions governing federal legislation. Governor-General Wood has forwarded the bill to President Coolidge through the War Department, but it is expected to be several months before it can be acted upon and returned here to be put into force.

The new bill imposed a duty of thirty-two cents a barrel on cement, which is double the present tariff. A large portion of the imported cement comes from Japan.

The Cebu Porland Cement Company was operated by a privately owned company which had an option on the cement plant until three months ago, when the Philippine Government acquired the entire property and assumed the operation.

SHANGHAI TRADE.

38 NATIVE PIECE-GOODS HONGS CLOSED.

Messrs. Ilbert and Co.'s Market report dated December 19th says:—

No change worth mentioning has taken place since last week, demand being listless and clearances poor, while prices are on a slightly lower level all round, notwithstanding the sharp fall in exchange during the past few days.

It is probable that Szechwan, whose internal trade is brisk and profitable, would be a strong buyer just now were it not for the abnormal rate of freight

(*Continued on next Column*).

ruling at present as a result of the fact that the water level in the Gorges is so low that none but the smallest boats can pass up river; as an example, the rate for a case of White Shirtings from Shanghai to Chungking, which at high-water seasons is about Tls. 12.00 is now about Tls. 40.00, while a bale of Cotton Yarn pays about Tls. 32.00 against a normal rate of Tls. 10.00.

The Hankow buyers are nervous of the situation in their area and are taking only minimum quantities for immediate delivery, while the Northern markets are also acting with extreme caution, which is only natural in the present circumstances.

It is now been definitely ascertained that 38 native piece-goods Hongs have gone out of existence in recent weeks, all being concerns with small resources and none being members of the Piece Goods Guild, with one exception.



Fit Company

There's some things, sir, which just naturally go together.

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10

THE UNION OF SOUTH AFRICA FOR RESIDENCE, FARMING, TRAVEL.

The Union of South Africa is a seat of Western culture and civilisation. Europeans have been settled there for nearly three centuries.

It is a country that merits the attention of those Europeans who contemplate leaving the Far East. If they are retiring on pension, there are many pleasant South African towns in which to live. Or if they seek a career, and have a moderate capital there is scope in South African farming—for instance in fruit-growing.

The climate is good. It is sunny but temperate being neither inclement in winter nor oppressive in summer. It is a genial climate in which Europeans, including women and children, thrive without periodically going abroad.

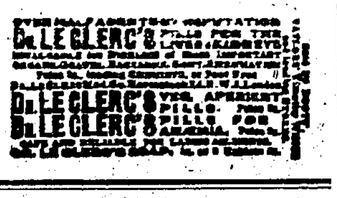
Educational facilities for the young are excellent. The larger towns are up-to-date and well-equipped. There are numerous resorts—mountain, river and marine, for an occasional change.

In short, the Union of South Africa is a more than ordinarily attractive country for those who have an assured income or the capital with which to start a career.

A comprehensive official publication on the subject is being issued. It contains, for twenty typical South African towns, specific data about climate, environment, amenities; housing, cost of living, servants; and generally such information as will enable enquirers to judge urban residential conditions in the Union of South Africa. Explanatory publications on farming are also available.

Apply to the Publicity Agent, Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C.2.

WD.



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SEND FOR XMAS CATALOGUE.

THE COMING MEDICAL CONFERENCE.

The other day when speaking to a friend, chance mention was made of the coming Medical Conference, and my friend immediately asked whether I knew what took place at such conferences and what purposes they served. At the moment I simply replied to his question and thought no more of it, but it afterwards occurred to me that here was a subject which might prove of general interest to the man in the street, especially as it deals with so important a topic as the health and well-being of the human race in general.

Now, a conference such as the coming one serves different purposes and may be considered from several points of view, but the key-note of the whole affair may be summed up in the analysis of the word, which is derived from *con* together, *ferre* to bring. It is undoubtedly this coming together of various medical practitioners and the exchanging of their different experiences that makes such conferences so valuable. Furthermore, in medicine like in all other sciences, our knowledge is constantly increasing, and it is therefore of the utmost importance that the busy general practitioner should come into contact with the specialist and with those who hold Chairs in Universities, etc., and so are enabled to devote a certain amount of time to research work; while on the other hand descriptions of experiences undergone by general practitioners may often prove of great assistance to those who are doing work of the research type. When you come to consider that China alone is as big as the whole of Europe, and that the methods of transport and communication are, to say the least, somewhat primitive once one gets into the interior, one can readily see how the value of these conferences is, if anything, greatly enhanced to practitioners who are cut off from the rest of the world for months at a time.

Another group of people who take a great interest in these conferences is the class of business-man who either manufactures or deals in various drugs, instruments, and other accessories which are essential to members of the medical profession; and this also includes the bookseller who deals with professional publications and journals. One never hears of a medical or surgical meeting of any size nowadays which has not a section devoted to arranging about stalls where various firms can hold exhibits during the conference, and by this means the various doctors come into contact with the latest improvements in various instruments, etc., and also with the latest publications dealing with their profession. These business firms usually pay a small fee for the use of a stall during the conference and the money obtained in this manner is used to assist in providing the visitors with accommodation, etc. Thus anybody attending one of these conferences has usually only to find his travelling expenses and a more or less nominal subscription to the general funds, the doctors resident in the district that the meeting is held in paying the rest of the expenses.

Nowadays it is usual for the civic authorities of the town or district in which the conference is being held to take part in the welcoming and entertaining of the visitors, and in return it is usual for the medical association to arrange for several lectures upon public health and similar topics to take place, which are open to the general public and are intended for their information and instruction.

It does not require much imagination for anybody to see that the successful carrying out of any such conference involves quite a lot of preparatory work. First of all the town in which the meeting is to be held has to be decided upon, and once this is settled an Honorary Secretary must be appointed. This gentleman must then proceed to circularize all the surrounding medical practitioners, and also the business-men likely to be interested in the conference, while any kindred associations must be notified and invited to send delegates.

Arrangements must be made as to where the meetings are to be held, and also about the accommodation of visitors, etc. As soon as intending visitors begin to send in lists of papers to be discussed at the conference presidents must be appointed to take charge of the various sections, and time tables must be drawn up. The social side of life must not be forgotten but various kinds of entertainment must be provided for the visitors. In fact, for quite a long period before the conference starts the Honorary Secretary and members of the local medical association are kept very busy preparing for the meeting, and the success of the whole affair very largely depends upon the manner in which these preparations have been carried out. By the time that the conference is ready to start the worst part of the work is over, and the plan of procedure is worked out in practically every detail. All that remains to be done is to follow out whatever plan has been arranged, and it is at this stage that we will leave the members of the local medical association.

"CAMPER."

FARMERS' CO-OPERATIVE SOCIETIES.

SUGGESTED ORGANISATION FOR CHINA.

PEKING, December 18th.

Plans for the projected formation of Farmers Co-operative Societies in the country around Peking were explained by Professor J. B. Taylor, Director of the Economics Department of Yen Ching University, in an interview following his return last week from a trip in India for inquiry on behalf of the International Famine Relief Commission of China.

"Between China and India there are many similarities, including common basic crops and the common disaster of flood," said Professor Taylor. "Especially in flood and famine prevention, India and China can learn much from each other. Just now China particularly needs something on the order of the Farmers' Co-operatives in India, to fight against famines.

"In any small district of India, a group of farmers who lack capital to 'carry over' their crops can join together to form a co-operative society. A law provides for them to borrow money from central banks, if they accept unlimited liability, so that all the farmers in the group must jointly make good any individual loss. Loans are granted only for farm purposes, so as to prevent extravagances; for in India, even more than in China, people often go in debt to hold imposing funerals and weddings.

"The co-operative plan permits loans at reasonable interest, whereas formerly exorbitant interest often ruined borrowing farmers, or else stopped cultivation, leaving fertile land to waste. Such a condition now exists in parts of China. The Indian Government helps the societies by auditing their accounts, arbitrating in money disputes, advising as to seeds, planting, and the like—all free of charge.

"Similar Farmers' Co-operatives could readily be organized in China, if the Famine Relief Commission would lead the way by acting as organizing agent, then inspecting the societies regularly as the government does in India, and acting temporarily as a central bank, until the growth of the co-operatives in China justified the establishment of a bank for this purpose."

LOCAL SPORT.

HOLIDAY FOOTBALL.

ENGLAND v. SCOTLAND.

To be played on Boxing Day at 3.45 p.m. on the Hongkong Club ground. Teams:—

England.—Wavish (*Tamar*); Wynne (Police) and Bishop (Club); Petter (Surreys), Wiggington (*Diomede*) and Brown (*Tamar*); Charlesworth (Surreys), Eaton (Surreys), Lieut. Jores (Club), Edds (*Diomede*) and Howard (Club). Reserves: Wheeler (Kowloon), Mitchell, Humberstone and Mackleworth (Surreys).

Scotland.—Rodger (Club); Gerrard (Club) and Hume (*Petersfield*); Mair (Club), J. Stewart (Club) and A. Duncan (Kowloon); G. Duncan (Club), Forsyth (Club), McKelvie (Kowloon), McBride (Kowloon) and Key (Club). Reserves: Forces, Dewar and Clarke (Police) and Muir (Kowloon).

Referee: Mr. F. Smith. Linesmen: Messrs. J. McCubbin and Wilby.

CINEMA NOTES.

QUEEN'S THEATRE.

"Leatrice Joy like a large proportion of the rest of the world, had ambitions to act on the screen. Unlike the majority of hopeful aspirants, she was promptly given an opportunity of gratify her ambition. Almost the first thing she did in the filming of "Saturday Night," Cecil B. De Mille's Paramount picture in which she plays one of the prominent roles and which will be shown at the Queen's theatre to-day was to drive a roadster into a dangerous skid, run it out on a railroad trestle a hundred feet above the ground, abandon the car as an approaching electric train menaced it, and with her fellow player, Jack Mower, swing suspended below the trestle as the train rushed overhead, crushing the car to junk above them! Truly, a severe initiation into De Mille methods of realism.

THE WORLD THEATRE.

The facile art of Jane Novak never has been reflected to better advantage on the screen than in her latest film drama, "The Lullaby," produced by Chester Bennett and distributed by Film Booking Offices. This picture is now showing at the World Theatre. "The Lullaby" was an original story from the pen of the ever-busy Lillian Ducey, adapted by Hope Loring and Louis Lighton. In the hands of Producer Bennett all the meat of drama and romance has been retained and developed to a state of near perfection. Perhaps the note of mother love is the most poignant element of the story, in which Miss Novak portrays the role of a young peasant mother imprisoned for a crime she did not commit. A baby is born to her in prison and the scenes in which the mother and her offspring, now become three years of age, appear, carry a stupendous note of drama. Here and there Producer Bennett has leavened the power of drama with keen touches of comedy.

CHRISTMAS AND NEW YEAR ANNOUNCEMENTS

GRAND CARNIVALS

Fancy or Evening Dress Optional.

HONGKONG HOTEL.

BOXING NIGHT, December 26th.

LATE CAR TO THE PEAK AT 1.30 A.M.

TEA DANCES DAILY

DINNER DANCES NIGHTLY

IN

GRILL ROOM

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NEW YEAR'S EVE, December 31st.

GRAND NEW YEAR CELEBRATION DINNER DANCE

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LATE CAR TO PEAK AT 2.00 A.M.
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TEA DANCES

FRIDAY—December 26th.
SATURDAY—December 27th.

DINNER DANCES

SATURDAY—December 27th.
SATURDAY—January 3rd.

THURSDAY—January 1st.
ORCHESTRAL CONCERT DURING TIFFIN
To be followed by

TEA DANCE.

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THE WORLD THEATRE.

Motion Picture Triumphs have been reached by such magnificent productions as "THE BIRTH OF A NATION," "OVER THE HILL," "HUMORESQUE," "THE FOUR HORSEMEN OF THE APOCALYPSE."

A still greater motion picture accomplishment has now been achieved by Chester Bennett's magnificent photodramatic melody of the soul

"THE LULLABY"

IN WHICH

JANE NOVAK

playing a masterful dual role of both mother and daughter rises to the greatest height of her brilliant career

Here is a photodrama that will ring down the ages of time, a photodrama that reaches up to the heavens above and into every human soul.

Nothing finer has ever been shown on the screens of the world, no picture that so deeply plumbs the depths of all human emotions.

Perhaps once in an entire lifetime does an artiste rise supreme, far and away above any previous role she may have ever attempted to portray. Such is the supreme accomplishment of beautiful, soulful JANE NOVAK in "THE LULLABY."

Here is at once a production that is inspired, that hits straight to the heart, that tells in unforgettable scenes the magnificent story of a mother's love for her child. As a brilliant gem of purest ray serene shines forth in its splendour, so does this great photodramatic melody of the soul radiate its rare beauties of human emotions of love, of life, of happiness.

It is big. It is fine. It is beautiful.

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[1458

CHRISTMAS!

It's Christmas time in England, over there across the water,
Where winds are bleak and fires are glowing red;
And here, our little island-home, her far-off, lonely daughter,
Must keep the feast with foreign skies o'erhead.
Then, just because it's Christmas in the land we all adore,
Here's to an English Christmas, on an Oriental shore!

Here's to that mottled pudding, with the blazing crown and berries,
Here's to the prickly, candle-light tree;
And Santa Claus, with Arctic sleigh and rosy cheeks like cherries,
Who fills those trusting, childish socks with glee!
Here's to the dance and merriment that keep the old-time lore,
And hail an English Christmas on an Oriental shore!

Here's to the hearts that love us in the Homeland, though we wander,—
And just a sigh must break the smile of cheer,
For smile and sigh are sisters, so they whisper, as we ponder,
And truest joy claims kinship with a tear;—
The best that life can give, to them, the friends beloved of yore,
While Christmas thoughts wing homeward, from an Oriental shore!

Here's to the honest kindliness that counts all men as brothers
When pain and sorrow chase life's jest away,
The glow of ready sympathy, forgetting self for others,—
And may it, like our emblem rose, hold sway!
Here's to the friends of England, and to friendship's open door!
The while we welcome Christmas on an Oriental shore!

* * * *

And listen! There's a pure, sweet song that England loves repeating,
Comes wafted to us here, and lingers still,—
A wild, glad tale of glory, and of earth and heaven meeting,
Because a Child brings peace and God's goodwill!
Ah! Join the wide world's anthem, till it echoes o'er and o'er,
While England's "Merrie Christmas" reigns on Oriental shore!

GLADYS JACKSON.

Hongkong.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

DOING BUSINESS UNDER DIFFICULTIES.

The large department stores in Canton in 1924, owing to local disturbances, did not do two-thirds of the business they should have done compared with previous annual records, according to a manager of one of these firms. The over-head expenses were very much greater owing to special arrangements for more police and insurance protection. In one of the large stores, nearly $5,000 had to be paid to the Kuomintang war-chest at every call for house-rent contributions, as all these stores have their own buildings and were obliged to pay war contributions in accordance with the value of their property. Since the return of Dr. Sun Yat Sen to power in Canton in the spring of 1923, five different house-rent contributions have been collected, each contribution being equivalent to one month's house-rent or sums near to it in self-owned nomes or business buildings. The Chen Kwong Company, Ltd., a large department store, will hold an extraordinary meeting of its shareholders on January 2nd at Hongkong, and the chief topic will be the difficulties involved since the Canton disturbance, in consequence of which many Canton depositors have been withdrawing from the banking department of the Canton branch of the Company.

THE EXPORT OF RICE.

According to the *Chung Shewag Wai Po*, the Kuomintang Bolshevists in Canton will employ gunboats from the Red Navy to assist exporters of rice from Canton, unless the Chinese Maritime Customs show favour to Dr. Sun Yat Sen's followers and permit rice to pass the Customs. It appears that, according to Chinese law, no rice can be allowed to leave Canton waters, and the Canton Commissioner of Customs, still under the Inspector-General of Customs at Peking, has no discretion in the matter. The Kuomintang *régime*, upon an official gift or "black money" of $500,000, has sanctioned an export of 500,000 piculs of fine grade rice, despite the protests of local residents whose needs local produce is insufficient to meet. The law against export is for local protection against want of this staple food.

BASE COIN.

The Canton market is seriously incommoded by base coins issued by the several military commanders in or near the city, according to the *Chinese Commercial News*. The counterfeits turned out by Generals Lu Sze-ti, Li Fook-lam, and Hu Sze-shun were not so bad, it says, they being sometimes as fine as 60 per cent. of the regular standard, whereas those from unknown sources were below 50 per cent. All bear the stamp of the 13th Year of the Republic. The illicit mints are selling $100 base coins for $70 of the regular coins legally minted by the previous administrations of the Government of Kwangtung.

TO IMPROVE THE FIRE BRIGADE.

By assessing one dollar from each household or firm on premises paying a rental of $5 a month or more, or worth $500 or over in land value and improvements, the Fire Department in Canton City expects to raise from $130,000 to $140,000 for the improvement of the fire-fighting apparatus. The Municipality also expects to spend upwards of $80,000 more next year for additions to the fire service force.

SPOILS TO THE VICTORS.

General Wu Te-chen, the Red Chief of Police in Canton, entertained M. Gilko, Soviet Consul-General at Canton, and other Soviet comrades, at tiffin on December 22nd, in the Water Melon Garden, the former headquarters of the Canton Merchants' Volunteer Corps, a body of citizens opposed to Dr. Sun Yat Sen's Bolshevism but recently suppressed in Canton by the Kuomintang Red Army. The Reds have taken possession of this garden since October 15th.

KWANGTUNG UNIVERSITY DOMINATED BY BOLSHEVISTS.

Dr. Sun Yat Sen has sent word from Tientsin urging men of his Red Army to refrain from commandeering the funds being collected from different sources for the support of the Kwangtung University, an institution now dominated by Bolshevists propagating Communistic principles.

FOREIGN MISSIONS' BIG CONTRIBUTION TO EDUCATION.

In view of the anti-Christian campaign now being launched by the Kuomintang Bolshevists in Canton, it may be of interest to note that the foreign Christian Missions are spending nearly as much money in the education of Chinese youths in the middle schools in Kwangtung Province as the National, Provincial, and District Governments combined. It may be added, that the foreign Missions are paying more attention, also, to the education of Chinese girls than are the Chinese Governments represented in the Province. The following is taken from the statistics of the Kwangtung Provincial Bureau of Public Education, published in July, 1924:—

National Government.—1 middle school, 3 officers (men), 26 teachers (23 men, 3 women), 241 students (223 boys, 18 girls); annual budget, $25,511.

Provincial Government.—13 middle schools, 100 officers (98 men, 2 women), 186 teachers (185 men, 1 woman), 3,709 students (3,653 boys, 56 girls); annual budget, $274,391.

District (Hsien) Governments.—41 middle schools, 222 officers (277 men, 1 woman), 455 teachers (451 men, 4 women), 6,800 students (6,778 boys, 22 girls); annual budget, $370,808.

Private, Chinese.—11 middle schools, 80 officers (76 men, 4 women(, 169 teachers (161 men, 8 women), 2,082 students (1,953 boys, 139 girls), annual budget, $153,359.

Christian Missions.—16 middle schools, 91 officers (74 men, 17 women), 309 teachers (241 men, 68 women), 2,812 students (2,318 boys, 494 girls); annual budget, $498,630.

In all, there are 82 middle schools, 502 officers, 1,145 teachers and 15,654 students, with a total budget of $1,322,999.

According to the latest statistics available, there are some 25,000 children in Canton City alone without the opportunity of attending school. The Municipal Department of Education has only 61 schools in all, with a total enrolment of about 7,300 students.

CENTRAL BRITISH SCHOOL.

SUCCESSFUL FANCY DANCE.

The annual fancy dress dance of the Kowloon Central British School took place on Tuesday afternoon, when some remarkably pretty and original costumes were seen.

Youngsters and parents alike enjoyed themselves thoroughly, and the function was a complete success from start to finish.

The prize-winners were as follow:—Reginald Jones (Early Victorian lady), Edith Moses (Danger Signal), Kathleen Nightingale (Chinese Lantern), I. Williams (Glaxo Baby), and Joyce Raven (Pierrette).

CHRISTMAS PRESENTS.

LET YOUR GIFTS BE GIFTS OF QUALITY. ..

THIS IS ASSURED IF YOU VISIT ——

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NUMEROUS DEPARTMENTS.

THE "GIFT SHOP" OF THE FAR EAST.

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WILL BE OPEN FROM 8.30 A.M. UNTIL 12 O'CLOCK NOON.

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MANY COLOURS AND DESIGNS TO CHOOSE FROM

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NEW ADVERTISEMENTS

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NOTICE.

THE Public are hereby Notified that Private Jinrickshas, Chairs and their Drivers are due for RELICENSING on JANUARY 1st, 1925.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, 24th December, 1924. [1645

FOOTBALL.

"SUNDAY HERALD" CHARITY CUP COMPETITION.

ENGLAND v. SCOTLAND.

TO-MORROW. CLUB GROUND.

KICK OFF, 3.45 P.M. SHARP. [1644

OXFORD AND CAMBRIDGE SOCIETY OF HONGKONG.

THE ANNUAL DINNER will be held on the 8TH JANUARY, 1925. Notices are being sent to Members. Will any Member of either of these Universities who does not receive a Notice, please apply to W. GALLOWAY, c/o JARDINE, MATHESON & Co., LTD.
Hongkong, 23rd December, 1924. [1642

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S.S. "SI-KIANG."

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NOTICE.

CONSIGNEES of Cargo from DUNKERQUE, ANTWERP, LONDON, &c., and also from HAVRE & COGNAC ex s.s. "PEIHO," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, the 20TH, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 27th instant, at Noon, with the exception of Damaged Cargo, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Tuesday, the 30th inst., or they will not be recognized.

All damaged Packages will be examined on Monday, the 29th instant, at 10.00 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.
Hongkong, 20th December, 1924. [1628

NOTICE TO CONSIGNEES.

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FROM NEW YORK VIA ILOILO.

CONSIGNEES per Company's Steamer "CYCLOPS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 22nd December.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 30th December, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th January, 1925, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st December, 1924. [1632

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TROILUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 22nd December.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 30th December, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th January, 1925, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st December, 1924. [1633

INTIMATIONS

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING 1925.

ENTRIES for the Forthcoming Races Close on SATURDAY, 10TH JANUARY, 1925, at 3 P.M., and must be sent to The SECRETARY, c/o LINSTEAD & DAVIS, Alexandra Buildings, on or before This Date.

Entry Forms are now Ready and can be had at the JOCKEY CLUB STABLES, RACE COURSE, HONGKONG CLUB, or LINSTEAD & DAVIS. [1622

NOTICE.

THE CHINA LIGHT & POWER CO. (1918), LTD.

WE beg to give Notice that A Call of $1 Per Share has been made upon All Members holding Shares upon which only $1 has been paid and that the Same will be Payable to the Bankers of the Company, the HONGKONG & SHANGHAI BANKING CORPORATION at Hongkong, on or before the 25TH MARCH, 1925.

SHEWAN, TOMES & CO.,
General Managers.
1639]

NOTICE.

A. S. WATSON & CO., LTD.

ONE Certificate for 600 Shares Nos. 49001/49600 inclusive in this Company, standing in the Name of the Late GEORGE HETHERINGTON, HAS BEEN LOST; and if at the Expiration of One Month from the Date hereof the above Certificate not be forthcoming, Another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.

A. S. WATSON & CO., LTD.
1573]

NORTH-BOUND STEAMERS.

AS, During the North-East Monsoon there is always a possibility of North-bound Steamers Running Short

OF BUNKER COAL,

This is to Inform You that TAIT & CO., AMOY (A Well-protected Port with Good Anchorage) have Stocks of

GOOD JAPANESE BUNKER COALS AT REASONABLE PRICES.

Wireless Messages *via* Hongkong or Formosa are Re-transmitted by the GREAT NORTHERN TELEGRAPH Co., and a Wire to "TAIT" or "COALBUNKER" AMOY, will Receive their Prompt Attention.

Bentley's Complete-Phrase Code used. [1437

TO LET.

TO LET—One SINGLE ROOMED OFFICE on 1ST FLOOR, No. 14/16. PEDDER STREET.

Apply—
PROPERTY OFFICE,
JARDINE, MATHESON & Co., LTD.
[1196]

TO LET.

OFFICE ROOMS in CENTRAL POSITION.
Apply—
LINSTEAD & DAVIS,
1309] Alexandra Buildings.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ
(UNITED NETHERLANDS NAVIGATION Co.)

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.

THE Steamship "SALAWATI (1)" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th December, 1924, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 26th December, 1924, at 10 A.M., by Messrs. Douglas & Goddard.

Claims against the Steamer must be presented in writing within ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN,
General Agents.
Hongkong, 19th December, 1924. [1631

S.S. "ANDRE LEBON."

COMPAGINE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, the 22nd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 29th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 31st inst., or they will not be recognized.

All damaged Packages will be examined on Monday, the 29th instant, at 10.00 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.
Hongkong, 22nd December, 1924. [1638

INTIMATIONS

For CHRISTMAS

you may obtain

the CHOICEST of WINES and SPIRITS AT WATSON'S.

CHAMPAGNE (Vintage wines)
BRANDIES of great age
WHISKY
LIQUEURS
PORTS
SHERRIES
MADEIRA
&c., &c., &c.

With mirth and laughter let old wrinkles come;
And let my liver rather heat with wine,
Than my heart cool with mortifying groans.
Why should a man whose blood is warm within,
Sit like his grandsire cut in alabaster?
Sleep when he wakes? And creep into the jaundice
By being peevish?

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED 84 YEARS.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, DECEMBER 25TH, 1924.

BECAUSE IT IS CHRISTMAS.

THE glad message rings out again to-day, as it has rung out in the happiest days in the history of the world: "Goodwill towards men, and on earth Peace." We forget to-day the vexations of the past and think only of the fine, the splendid, things in life. For this is the day of happiness. It is a day for smiles only—good fellowship and kindly feelings towards everyone we meet. Beyond all else, to-day is the children's day. We want them to be happy always; and somehow or other we realise more than ever at this season that it is especially our duty to bring happiness to the younger generation. The gaiety of children is infectious; like charity, it blesses those who possess it and others affected by it. We all of us, in theory, subscribe to the idea that we want to leave the world a better place than we found it, and that we wish the next generation to be an improvement on our own. It is an ideal we can all promote by entering heartily into the spirit of Christmas—the spirit of goodwill and radiant happiness—for though Christmas comes but once a year, its influence is enduring. As the old poet has expressed it, "a Christmas dinner oft would cheer the poor man's heart throughout the year." Nor is happy childhood ever forgotten. Most of us, who have passed the meridian of life, remember with thankfulness those who helped us in our youth to laughter and jollity at the Christmas season,—and these recollections irresistibly prompt us to pass on these precious gifts, with interest added if possible, to our children, well knowing that for them also these occasions will stand out in their recollections as a perennal source of joy and happiness. In this part of the world we are most of us exiles from "home," and it is inevitable that our thoughts will go winging away to those who are many thousands of miles across the ocean. The younger ones among us will, for all the supposed selfishness of modern youth, think tenderly of "the old folks at home," cherishing the thought that, in the midst of their own happiness, their mental wireless message of "A Merry Xmas" reaches the home circle. And those who may have children "at home" will think of them as supremely happy in the enjoyment of all that is best in the Christmas festivities. We should need no reminder of the fact that the whole idea of 'Xmas Day is that it is a day of rejoicing. Whether the date of the festival has been changed, or whether it is a survival of a pagan festival, or whether it was really CHARLES DICKENS who first sprang upon a world hungry for good fellowship, the ideas that we connect with Christmastide—all this ceases for the moment to interest us. The one thing that should concern us is the translation into action of the thought eternally associated with the day:—"Goodwill towards men." We may leave for other times the historical researches and the great arguments as to the origin of the Christmas idea. Just now we want to catch something of its pure and unsullied happiness, such as the innocent children always seem to command. We are all of us for ever seeking after happiness and to-day it seems to come to us almost unsought, so natural is the coming. We cannot, we dare not, be churlish; we shall not forget that we want to help others also. With such thoughts in our mind, we pen the annual message to our readers "A MERRY CHRISTMAS!" These words will form the first greeting on the lips of all to-day and they are certain to evoke the answering smile and the happy response: "The same to you." It was TINY TIM who added "God bless us all." That will follow if we keep alive the central idea of this festive season: "Goodwill to all men." There is surely hope for a world in which this Christmas spirit can prevail and expand from year to year.

Owing to the Christmas holiday there will be no issue of the *Hongkong Daily Press* to-morrow.

Carols are to be sung on Sunday at the 6 p.m. service in St. John's Cathedral.

The Manila Observatory yesterday reported a typhoon in about 115deg. Long. E. and 14deg. Lat. N., almost stationary.

Mr. Russell Kennedy, General Manager and Agent of Reuters Telegram Co. in Tokyo and Mrs. Russell Kennedy are passing through Hongkong on the *Empress of Canada, en route* to Manila.

The Union Churches of Hongkong and Kowloon will hold a united Service at the Hongkong Church on Christmas morning at 10.30 conducted by the ministers of the two Churches.—ADVT.

A motor lorry knocked down two small Chinese boys in Saigon Street about nine o'clock yesterday morning. They sustained injuries to the legs and were removed to the Kwong Wah Hospital for treatment.

A meeting of the Hongkong Legislative Council is called for Monday next. The principal business on the agenda is the second reading of the Bill to amend the Fraudulent Transfers of Businesses Ordinance, 1923.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday morning, Li Cheung and Ma Chow, two passengers on the s.s. *Philoctetes*, who are alleged to have killed an aged Chinese deck passenger, were charged with manslaughter, and remanded until Tuesday next.

As a sequel to a place raid on a tea-house at West Point, two men, out of seven arrested, appeared before Mr. J. R. Wood at the Central Magistracy yesterday, on a charge of being in possession of a loaded revolver. They were formally remanded.

Among the passengers who arrived by the *Empress of Canada* yesterday were Mr. F. B. Marshall, Mr. B. Monteith Webb and Mr. W. T. Dye.

The annual Christmas Eve dance of the U.S.R.C. took place last night, when about 150 merry-makers danced with great enjoyment to the music provided by the Lyric Orchestra. Capt. Clements was Master of the Ceremonies.

The Police have received a report to the effect that a canteen boy was attacked near the Naval Hospital on Tuesday evening by robbers, who flung pepper into his eyes and stole $5 from him. There was another canteen boy with him at the time, but he ran away before the attack was made.

Charges of careless blasting on a site at Jubilee Road on December 14th and 17th, resulting in rather severe injuries being caused to a woman, were made against the contractor Ng Wah at the Central Magistracy yesterday. Mr. R. E. A. Webster, for the defence, contended that although a piece of rock was thrown into a matshed, every care had been taken with the laying of the charges. The summonses were adjourned for the attendance of the injured woman, who is still in hospital.

The popularity of the Dances held at the Hongkong and Repulse Bay Hotels has resulted in bookings for Boxing Night at the Grill Room and for New Year's Eve at Repulse Bay having to be closed. Those disappointed for these occasions, however, may look forward to a jolly evening on Friday, January 23rd, 1925, when a Fancy-Dress Ball will be held in the Grill Room of the Hongkong Hotel on the occasion of Chinese New Year's Eve, for which table reservations may now be made.

CHRISTMAS EVE IN HONGKONG.

DICKENS SPIRIT PREVALENT.

Undoubtedly the immortal Dickens' Ghost of Christmas Present was abroad in Hongkong yesterday, sprinkling with benign drops from his torch all of the King's liege therein residing.

Humanity throughout the Colony constituted one vast Christmas smile. Old Scrooge—as he was before his beneficent visitations—was nowhere to be seen, but the genial, regenerated Old Scrooge was present everywhere. Chuckling, he invaded the toyshops, and bought at fabulous cost, astonishing mechanical or stuffed creations for the pleasure of the young ones who chattered round him. Or, if he was a luckless Old Scrooge, and had no young ones to chatter to him, he bought equally openhandedly and happily of the toyman's wares for the behoof of other people's sons and daughters.

Until a late hour the Star ferry-boats ploughed their way between the piers, laden with happy shoppers. Huge bunches of mistletoe were carried by most, and many were the jests which the plant called forth.

Christmas greetings and Christmas wishes were on everybody's tongue—and it may be that Dickens himself—the Great Scribe of Christmas—was there in spirit to look upon the scene and call it good.

A. D. C.

THE STAGING OF "ST JOAN."

We learn that in the staging of "St. Joan" the A.D.C. has been fortunate in obtaining the services of Mr. Clios, a very clever Russian artist, who has had many years' experience in the designing and painting of scenery at the leading theatres in Petrograd and Moscow.

The general scheme of the setting, which is of unusually massive proportions, has been conceived by Mr. Sinclair, and Mr. Clios has been hard at work for some weeks carrying out the details and designing some exquisite tapestries and stained glass windows. From what we learn, the staging is likely to eclipse anything previously attempted by the A.D.C. but by reason of the nature of the production it has been necessary to lay greater stress on arriving at the essential dignity of line and colour called for, rather than on garish effects. For sheer awe-inspiring beauty the scene representing the Cathedral at Rheims is likely to be one that will be long remembered. Much thought and attention has been given to the correct reproduction of the heraldry and armour of the period, and the costumes from designs by Mrs. Clemes promise to be of great richness and splendour.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

DILUTING COMMUNISM IN RUSSIA.

REVISION OF SOVIET INSTITUTIONS.

RIGA, December 24th.

The Soviet Central Executive Committee has issued a statement which says that growing political activity among the proletariat peasantry has necessitated a revision of Soviet institutions. Therefore it has summoned a conference of fifty-six members to advise *inter alia* to what extent it may be possible to admit non-Communists to real participation in the country's administration.

EARLIER CABLES.

BOLSHEVISM IN CHINA.

FRENCH DEPUTY'S WARNING.

PARIS, December 23rd.

Anxiety regarding forthcoming events in the Far East was voiced by M. Outrey, the Deputy for Indo-China, in the course of a debate on the colonial estimates in the Chamber.

He said he feared the organisation of a Bolshevist government in China. He knew that Japan had protected herself against the movement by an understanding with Chang Tso Lin, and Japan and Korea would certainly be saved from the wave of Bolshevism; but it was also certain that the wave would spread across China and soon reach Indo-China, Burma and India. It ought to be watched closely.

COMMUNISM IN FRANCE.

A STATEMENT BY THE PREMIER.

PARIS, December 23rd.

M. Herriot has issued from his sick bed a statement to foreign pressmen with regard to what he termed "the alleged Communist peril in France."

He appealed to them not to allow the legend to spread abroad that France was grappling with great social difficulties, and was in danger of grave troubles breaking out soon. He said that undoubtedly there was a Communist party in France, but its strength was waning and it had few representatives in Parliament. The Government was prepared to repress any attempt at disorder most energetically, but he was convinced there would not be any disturbance.

THE ALBANIAN INSURRECTION.

REBELS GAIN SUCCESSES.

BELGRADE, December 23rd.

The morning newspapers states that a column of Albanian insurgents entered Tirana yesterday evening, and that Scutari has also fallen, after half an hour's battle in which the rebels, commanded by the ex-Premier Ahmed Begzogu, beat the Fannoli troops.

PROPOSED EMPIRE CONFERENCE.

TO DISCUSS GENEVA PROTOCOL.

LONDON, December 23rd.

Reuter is informed that the British Government to-day telegraphed to the Government of the Dominions and India with a view to ascertaining whether it is possible to arrange a special meeting of the Imperial Conference early in March to discuss questions arising out of the Geneva disarmament protocol.

The object is to have a full and frank discussion of the nature and extent of the responsibilities which will be involved for the whole Empire by the ratification of the protocol. There is no question of any special lines having been already laid down by the British Government, but everything will be left for complete and frank discussion on the part of the *Dominions*.

THE EGYPTIAN PARLIAMENT.

FORTHCOMING ELECTIONS.

CAIRO, December 23rd.

The King of Egypt has issued a decree dissolving Parliament.

The election of electoral delegates is fixed for January 2nd. The election of Deputies will be on February 2nd. The new Chamber is to meet on March 6th.

LATEST CABLES.

FIRST TEST MATCH.

ENGLAND'S GIGANTIC TASK.

SYDNEY, December 24th.

Australia's second innings closed for 452 runs. Tate took 5 wickets for 98 runs. England started their second innings, and had scored 42 for no wicket when stumps were drawn.

Scores:

AUSTRALIA.

2nd Innings.

Bardsley, b Tate	22
Arthur Richardson, c and b Freeman	98
Kelleway, b Gilligan	23
Collins, c Chapman, b Tate	60
Ponsford, c Woolley, b Freeman	27
Victor Richardson, c Hendren, b Tate	18
Hendry, c Strudwick, b Tate	22
Taylor, b Tate	108
Gregory, c Woolley, b Freeman	9
Oldfield, c Strudwick, b Gilligan	18
Mailey, not out	46
Extras	8
Total	452

BOWLING ANALYSIS.

Tate	5 wickets	for	98
Freeman	3 "	"	134
Gilligan	2 "	"	114
Hearne	0 "	"	88
Chapman	0 "	"	10

ENGLAND.

2nd Innings.

Hobbs, not out	13
Sutcliffe, not out	27
Extras	2
Total (for no wicket)	42

[England are thus faced with the task of scoring a further 563 runs to win.—ED., *H.D.P.*]

EARLIER CABLES.

IRISH FREE STATE.

DISAGREES WITH BRITAIN.

GENEVA, December 23rd.

The Free State's reply to the British Note of December 15th regarding registration of the Anglo-Irish Treaty, has now been published.

The League disavows any intention of entering into a controversy regarding the intentions of any individual signatory to the League Covenant, but the Free State is unable to accept the contention that the clear and unequivocal language of Article XVIII. is susceptible of any interpretation compatible with the limitation which the British Government now seek to read into it.

THE CLYDEBANK RENT STRIKERS.

EVICTIONS BEGUN.

LONDON, December 23rd.

The long-threatened evictions of Clydebank "rent strikers," began to-day, and were attended by lively scenes.

Eviction officers, escorted by sixty police, swooped down on the district just after a night patrol of tenants had returned home, but bell-ringing brought a crowd to the spot.

The police repelled an ugly rush, in which a press photographer was kicked. An arrest followed; and subsequently the streets were cleared.

Eviction officers then proceeded to work.

The whole area is seething with excitement, but the presence of many police is exercising a restraining influence.

ANOTHER SHIPPING STRIKE IN AUSTRALIA.

AUSTRALIAN SHIPS HELD UP.

MELBOURNE, December 23rd.

The inter-state steamers are held up at Brisbane owing to the crews' demands for overtime wages.

The shipowners in reply threaten to lay up the fleet until Government enforces the laws of the country against job control and strikes.

SOUTH AFRICAN CRICKET.

FIRST OF THE TEST MATCHES.

JOHANNESBURG, December 23rd.

The first of five unofficial Test matches arranged for Mr. Solly Joel's team began to-day.

The visiting eleven compiled 198 (Tennyson 57). Nupen taking 5 for 54.

South Africa replied with 54 for 2, when it came on to rain and stumps had to be drawn.

OBITUARY.

MR. T. W. H. CROSLAND.

LONDON, December 23rd.

The death has occurred of the English poet, Mr. T. W. H. Crosland.

[The late Mr. Crosland edited the *English Review* in 1905, was assistant editor of the *Outlook* in 1899-1902 and the *Academy* in 1908-1911. Some of his best-known works were "The Unspeakable Scot," in 1902 (which drew forth "The Egregious English" by Angus McNeill); "Lovely Woman"; "The Wild Irishman," in 1905; "Taffy was a Welshman," in 1912; "The Soul of a Crown Prince," in 1915; his war poems; and a collection of English sonnets.]

FAR EASTERN CABLE NEWS.

[From Our Own Correspondent.]

ARMS SMUGGLING AT SHANGHAI.

IMPRISONMENT FOR AMERICAN SHIP'S CAPTAIN.

SHANGHAI, December 24th.

Capt. Borenson, of the steamer *Talbot*, was sentenced to one year's imprisonment and fined $500 in the American court to-day for arms smuggling.

[The sailing vessel *H. W. Talbot* has recently been offered for sale by public auction by the United States Marshal for China, a condition being that the purchaser must appear before the American Consul-General, Shanghai, and execute an affidavit to the effect that he will not employ, or use, the vessel in trade having to do with the import or export of intoxicating liquors, goods, wares or merchandise in contravention of the laws of the United States, which said agreement shall run with the title of the ship so purchased.]

ROYAL AIR FORCE.

UNRECORDED HISTORY OF THE WAR.

Admiral Mark Kerr, who gave at Westminster branch of the League of Nations Union an address on the truth about the Navy and the League and the meaning of the Geneva Protocol, revealed what he described as some unrecorded history in regard to the damage done to the efficiency of this country by the air raids during the war and the grave dangers that threatened it until the formation of the Air Force turned the tables on the enemy.

"The small, insignificent raids of the last war," he said, "made a reduction of 50 per cent. in our output in the South-East of England. These raids were insignificant as a gnat is to an eagle compared with the air raids of future wars. At the end of August, 1917, I was sent by the Admiralty to assist in forming the Air Force. It came to our knowledge that the Germans were preparing great raids. They were building 2,000 great bombers, some of which carried a bomb weighing over a ton. Now, the only system of defence from air attack is to attack first, to get them before they start. We had no bombing squadrons to go and attack them.

"Conservatism in politics is a very fine thing, but in the services it is damnable and leads to ruin. So I wrote a statement of the position and placed it before Lord Cowdray, who brought it to the notice of the Prime Minister, and in two or three days the Air Force was formed."

CHEMICAL WARFARE.

SIR RICHARD GLAZEBROOK ON HALF MEASURES.

Speaking at a joint dinner of the Society of Chemical Industry and the Chemical Industry Club, at the Hotel Victoria, London, on November 14th Sir Richard Glazebrook said, that Great British owed its present safety in no small degree to Lord Moulton and those who worked with him in supplying our troops with explosives, and to those chemists who, when called upon, were able to provide protection against the gas attacks of the enemy. As to the future, though gas warfare was a hateful crime, he agreed entirely with Professor Smithells that there could be no half-measures of defence, so long as war was possible. It would be dangerous in the highest degree, it would be criminal, if the Army did not put itself in a position to deal with the kind of warfare which the most competent judges of this and other countries believed to be the warfare of the future. To gain security England must appeal to her chemists.

£250,000,000 IN 9 DAYS.

U.S. STOCKS AND SHARES BOOM.

A New York cable to a London paper on November 13th said:—

America's great "bull" market, which has raged ever since the election of President Coolidge, the Republican or Conservative leader, and the defeat of Radical-Socialism, is absorbing the attention of the whole country.

Day after day prices of stocks and shares are tossed by the bulls to ever greater heights. It is estimated that within the last nine days their quoted values have risen by £250,000,000.

The enthusiasm of the public is stimulated by accounts of gigantic fortunes made daily by big speculators. Yesterday 2,500,000 shares changed hands, and to-day the pace is equally furious.

EARLIER CABLES.

[*REUTER'S AMERICAN SERVICE.*]

FRENCH WAR DEBT TO AMERICA.

PRESIDENT COOLIDGE AND THE FRENCH AMBASSADOR'S SUGGESTION.

WASHINGTON, December 23rd.

President Coolidge considers that the United States Government cannot take notice of M. Jusserand's suggestion yesterday for a moratorium in connection with the payment of the French war debt to America.

President Coolidge feels that comment would be out of place, since the Ambassador chose to make a suggestion to the country by means of a public address, when it was well-known that the only way in which such a suggestion could be considered by the Government was through the channel provided by Congress when it created the Debt Commission.

SCOTTISH LETTER.

SLUMP IN LIBERALISM.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 19th.

Not in the 90 years of representative institutions has Scottish Liberalism experienced such a shock as on October 9th. In the burghs there were 165,641 Liberal votes polled, 319,783 Conservative, and 410,004 Labour. Add the two opposing parties' aggregates together, and substract the Liberal register, and the difference is staggering. In the Scottish counties there were polled 121,187 Liberal votes, 366,826 Conservatives, and 295,486 Labour. Relative to numbers polled Liberals did worse in the counties than in the burghs. It is a disturbing record for the remaining adherents of an historic and once powerful party.

There is no more doleful story than that of Edinburgh and Glasgow. Cut out Leith from the Edinburgh representation, and the two great Scottish cities are for the time being without a Liberal representative. The 20 seats are divided in exact proportions—10 each—between the Tories and the Socialists. In past days it will be remembered Edinburgh and Glasgow were predominantly Liberal. Glasgow, of course, like the rest of the industrial belt in the West, has suffered severely by the Irish vote. Even in pre-war days it decided the fate of a score of constituencies. On the present occasion in many instances voters of Irish descent have marched almost solidly into the Labour camp. If we also keep in view that tens of thousands of trade unionists have gone over to Socialism, it will be understood how Glasgow Liberalism lost some of its seats.

Let us dip into history and see what it tell us. In 1832 Scotland, after the passing of the great Reform Act, returned 41 Liberals and 12 Conservatives. In every election which followed for generations there was always a Liberal majority, varying certainly. When household franchise was given to the burghs the election of 1868 showed the following result:—Liberals—Counties, 24; Burghs, 26; Universities, 2—total 52. Conservatives—8 (all from the counties). In 1874 the parties stood at 40 Liberals and 20 Conservatives. The memorable Midlothian campaign waged by Gladstone round Scotland from Maidenkirk to John o' Groats, Scotland in 1880, elected 50 Liberals and 7 Conservatives—hence the historic joke of the Tory M.P.'s journeying together in a first-class compartment. In 1885 (with the extension of the franchise in the counties) the totals were 62 Liberals and 10 Conservatives. The home Rule election of 1886 registered 42 Liberals, 12 Conservatives and 17 Liberal Unionists. In 1892 the Liberals rose to 50 out of 72 seats. Contrast such figures with those of to day!

IRISH HOME RULE FOR SCOTLAND.

The Scottish Home Rule movement has never struck one as endowed with much real vitality. But a "National Convention" was held in favour of it in Glasgow last week, and there were one or two things in conection with it which are deserving of attention. The Convention was addressed by seven Socialist M.P.'s, most of them representing constituencies in the West of Scotland, and it is significant that the centre of gravity of the movement must now-a-day be sought in that quarter. We say significant advisedly, for, whatever else political demonstrations in the Clyde area of Scotland may be, the people of the rest of Scotland cannot accept them as authentically Scottish. The latest available statistics show the number of persons of Irish birth or descent in Scotland to be 601,304. It is a rapidly growing figure, for at the census of 1901 it stood at no more than 432,000. About one-seventh of the population of Scotland is now Irish. But that is not to express the matter truthfully. Over the greater part of Scotland the proportion of Irish in the population is very small; in most places, far from being a seventh, it is not a seventeenth. The reality is that the overwhelming majority of the 600,000 Irish in Scotland are massed in Glasgow and the group of industrial counties of which it is the centre; and throughout these this alien element forms a quarter, and sometimes even more than a quarter, of the population. This is the region which returns the solid phalanx of Socialists from Scotland to Parliament, and students of the position tell us unhesitatingly two things about it. One is that the Irish vote in these districts goes almost solidly in support of the Socialist candidates. Another is that without this Irish vote not one of these Socialists would be returned. In Parliament they represent minorities of Scottish voters turned into majorities with the help of the Irish vote. And it is among the members thus returned that we now find the most active protagonists of Scottish Home Rule! The Scottish Home Rule question cannot now-a-day be considered apart from this matter of the Irish vote. In the last Parliament half the Scottish representatives were Socialists, probably every man of them owing his position to Irish votes. It may be the same in the next Parliament, and, as the Irish vote in industrial Scotland is growing more rapidly than the native element, the probability is indicated of still more of this kind of Irish determined representation in the future. It follows that if we have Home Rule in Scotland the ruling element in the Scottish Parliament will be the representatives of Glasgow, Lanark, Renfrew, Dumbarton, and parts of other constituencies in industrial Scotland where the Irish voters hold the balance and steadily incline it towards Socialism. That is the prospect now opened up by the vision of Scottish Home Rule. Under a Home Rule regime law and administration for Scotland will be determined by the industrial region lying round Glasgow. We doubt very much if the people of the rest of Scotland would relish a Socialist regime imposed upon them by the Socialists of the West and centre, even if assured that they were all pure Scots. They certainly will not relish any kind of regime imposed upon them by that region when they know that the real determining power will rest, as it does now, with the 600,000 non-Scottish voters.

PREMIER'S ANCESTRY.

Ultra-patriotic Scotsmen who are complaining of the omission of certain of their representatives from the new Government may find solace in the reflection that the Prime Minister himself is of Scottish extraction. It appears that the great-grandfather of Mr. Baldwin, whose name was Macdonald set out from Scotland to emigrate to Canada somewhere about the middle of the eighteenth century, but, passing through Ireland on his way, changed his mind and decided to settle there. His son James, born in 1761, fell under the spell of Wesley, corresponded with him, and in 1784 joined the Wesleyan ministry. About the year 1795, in response to a "call," James came to England and, in course of time, became the grandfather of the present Prime Minister.

SIR ROBERT HORNE'S TRIP ABROAD.

Sir Robert Horne has decided to leave London for a trip to India, Burma, and Ceylon on Thursday, November 27th, in the P. & O. liner *Moldavia*. He is making the journey, which will occupy about three months, partly for reasons of business and partly for pleasure. Sir Robert, who is chairman of the National Smelting Company, will probably spend some time inspecting the extensive undertakings of this company in Burma. At present he proposes to confine his tour to the three countries named, but suggestions are, it is understood, being made that he should take the opportunity to extend his trip so as to include Australia, New Zealand, and Canada. The visit of such a prominent business man as is the former Chancellor of the Exchequer would, it is believed in the City, do much to further the development of Imperial trade.

S. H. LIDDELL'S "NEW RACE."

"What are you going to do with Jesus?" was the title of an address delivered by Mr. E. H. Liddell at a men's meeting in the People's Palace, Cowgate. The Chairman, Lord Sands, in introducing Mr. Liddell, referred to his triumph at the Olympic Games, and added that he was the son of a respected and venerated missionary in China, and next year or the year after he was going out himself as a missionary to China. He was going in for a new race, in which the prize was somewhat different from the prize he won at Paris. The crown which he then gained was a corruptible crown. In the race he was now entering upon the crown was an incorruptible one. None of them could attempt to compete with him in the kind of race he won at Paris, but in the race on which he was now entering there was a chance for everyone. That was not the only respect in which the new race differed from the old race. In the old race somebody had to be beaten. Those who ran against Eric Liddell were disappointed, but in the race he was now entering there was no question of his beating somebody else. The race he was going to run in China was a race in which there was a prize for all who ran strenuously and held out to the end. That was the race he had come to invite them all to join him in. Mr. Liddell, in the course of his address, said his question was possible of only two answers—either to accept Him or pass Him by. There could be no neutrality in this matter. Man had to make his own choice. Nobody could make it for him. The trouble was that people were judging Jesus by someone outside on the street who professed to follow Him, but was not following. They should not judge Christ by the mess some professed Christians were making of their lives. They should go back to the very source, and not only to the Christ of 2,000 years ago but to the Christ who was living to-day in many lives.

HEROIC SKIPPER.

The death has occurred in an Edinburgh nursing home, after an operation, of Capt. L. MacKinnon, who commanded the British liner *Clan Macmillan*, when it met with disaster in the Bay of Bengal in May last.

While bound from the Clyde for the Friendly Isles, the liner was caught by a typhoon and thrown against a submerged reef. The crew, to the number of 77, had to take to the boats, but the captain refused to leave the bridge, and had to be removed by force. For several days the sailors were subjected to the greatest hardship before they were rescued by an oil tanker.

Capt. MacKinnon never recovered from the effects of his terrible experience. He was a native of Glasgow, and his wife belongs to Galashiels. Their home was in Birkenhead.

A NEW DRESSING FOR HADDOCKS.

The flavour of the Aberdeen "haddie," though justly famed, is evidently capable of great improvement. Not long ago a man is Glasgow received from friends in Aberdeen a present of a parcel containing a bottle of whisky and some haddocks fresh from the kiln. The bottle had been broken in transit, and the haddocks were saturated with the precious whisky. The recipient, being strongly averse to waste, had the haddocks cooked. The result, he reported, was a dish that would have tickled the palate of Lucullus, and he has now lost all interest in the Aberdeen haddock *au naturel*.

OBITUARY.

At Vancouver, on October 27th, the Rev. Colin Campbell Brown, aged 65, of The Manse, Wellington, B.C., formerly of English Presbyterian Mission, Chinchew, eldest surviving son of the late Colin Brown, Glasgow.

At Woodhead Cottage, 29, Chalmers Street, Dunfermline, on November 14th, Peter M'Nab, for 19 years Governor of Mull Combination Poor-house, and late of Hongkong, and husband of Jeannie Allan, and only surviving son of the late John M'Nab.

PLANS FOR THE NEW AIRSHIP.

SIR SAMUEL HOARE AT CARDINGTON.

An important statement of the intentions of the Air Ministry, in regard to the State development of airships, was made on November 18th during an official inspection of the Cardington airship works and station by Sir Samuel Hoare, Secretary of State for Air.

The visit revealed substantial technical progress in the constructional methods for the airship of 5,000,000 cubic feet capacity to be built by the State (a distinct ship from that to be built by the Airship Guarantee Company) and showed that stainless steel is to be used instead of duralumin for the girder work. The total lift is to be 155 tons, as against the figure of 152 tons for the other vessel, and the disposable load 75 tons, and 20 tons should be available for passengers and goods on a trip of 2,500 miles to Egypt.

The approximate overall length is to be 720ft., as compared with 695ft. for the Airship Guarantee Company's vessel, and the maximum diameter 130ft., two feet less. The maximum height is to be 140ft.

Crude oil will be burnt in the seven engines of 600 h.p. each, instead of petrol or kerosine, a maximum speed of 70 miles an hour is estimated for, and the hundred passengers are to have their accommodation spread over two decks.

In an atmosphere of "dope," with its sickly sweet peardrop smell, the party saw the R.33 towering overhead in the half stage of being reconditioned, for exhaustive tests of stresses and surface pressures. R.33, however, is only a stage, though a very necessary one, to the construction of the big airship, which has been given the official type number of R.101. She is to be the experimental ship on which much of the accumulated theory of the last few years is to tried out in practice, and the *data* thus obtained, together with a vast amount of general metallurgical research work, now being carried out in laboratories, and the particular research work into the strength of airship girders and airship shape and design, will play a vital part in settling the final form of the largest airship yet projected.

SLOW BUT SURE PROGRESS.

Speaking on the airship policy of the Ministry, Sir Samuel Hoare emphasized that the State was undertaking seriously the re-development of the airship, that the policy was to proceed with the greatest caution, each constructional step being checked as far as possible in every way as it was made, and with the supreme object of making sure progress even if it was slow in point of time.

"I have always thought," he said, "that the absence of any airship development was a serious gap in British aviation. We are very conscious of past disasters, and that is why we are reconditioning one or two of the old airships in order to try out various ideas and eliminate risks in the new ships. Side by side with this work the Air Ministry is carrying out scientific experiments through the Aeronautical Research Committee on the aerodynamical side."

As already indicated, the airship will embody many striking advances on existing vessels, and it is a distinct step forward if the fuel can be further removed from petrol by the use of crude oil in a semi-Diesel type of engine. The design will exhibit marked divergences from previous practice, and devices to improve stability and trim, on approaching and when resting at the mooring mast are to be incorporated. The engine propellers are to be of steel, and fabric specially made for tropical climates will be used in the gasbags.

The R.33 will be ready for her trial flights early in 1925, and is to go to Egypt in the summer. The assembly of the structure of R. 101 is due to begin in July or August. She should be ready for her home trials at the end of 1926, and the first flight to India is planned for the beginning of 1927, by which time the airship base, gas plant, and dry dock there will be ready.—*Times*.

ADMIRAL KERR ON WAR.

NAVY AND LEAGUE OF NATIONS.

"I have been in the fighting services since '77, and am as anxious as anyone to safeguard this country, but during the last war I and my wife lost over 100 members of our families, and since then I have come to feel it would be much better if we could bring the world to order its affairs in the same way as we do our private affairs in this country," remarked Admiral Mark Kerr, in an address on "The truth about the Navy and the League—the meaning of the Protocol," at a meeting of the Westminster branch of the League of Nations Union held at Essex Hall, Strand, on November 14th. The keystone of the Protocol, said the Admiral, was disarmament. Whatever happened at the disarmament conference would make or break the Protocol. No nation would disarm without being assured of proper guarantees for its safety. He hoped that the conference would succeed, but if it did not they should not be discouraged, but see what part of the Protocol they could make use of.

"A lot of prejudicial nonsense has been talked about putting the Navy at the disposal of the League of Nations," added the Admiral, "and people and politicians have talked as though the British Navy was going to be taken away from us to preserve the peace of the world. What has it been doing for the past 200 years but preserve the peace of the world? We shall still have it, and under our orders, and all that we say in the Protocol is that we are going to give what help we can to spank some naughty boy who will not do as he is told by the League of Nations."

ENTRANCE EXAMINATION.

RECOMMENDATIONS OF A ROYAL COMMISSION.

The recent Royal Commission on the Universities of Oxford and Cambridge recommended the early establishment of a University Entrance Examination. That, of course, suggests that none exists now, which is technically true, though this fact does not mean that a student can go to Oxford without being tested as to the standard of his or her intellectual attainments. The explanation is that the colleges, which are autonomous bodies, have their own entrance examinations of varying standards, and thus the absurdity of there being no University Entrance Examination is not so great as might appear. But it is time that such an anomaly was done away with, and therefore educationists will generally approve the statute which Convocation at Oxford has just passed requiring the passing of Responsions as a condition of admission to Matriculation. That would turn Responsions into a regular entrance or matriculation examination, such as is usual in most Universities throughout the world. At present matriculation is merely a ceremony of admission. Whether the standard of Responsions is too high for an entrance examination is another matter. The statute requires the entrant to pass in all four subjects, and it is possible that the closeness of the voting in Convocation—the preamble was only carried by 48 to 40—was due rather to this consideration than to any objection to the general principle. It was argued by the Dean of Christ Church that the requirement of all four subjects would exclude good material from the University and the Provost of Oriel even contended that it was an error to suppose that the function of a University was to test a general education. He said that it would be enough if the University required as a condition of admission a certain proficiency in the subject which the candidate intended to study. But if that theory were pressed it would follow that those who intended to study Theology would have to show proficiency in that subject before admission, which surely no one would suggest.

There are, of course, two opposing ideas as to what the primary function of a University should be. One is that it should be a place essentially for specialists and for the training of specialists. The other is that it should be a place both for specialists and for non-specialists, both for the real high-brows and also for those who have neither the desire nor the capacity to attain to the high-brow level, but who are anxious to carry their mental training a few stages farther than it has been carried during their years at school. Some educationists seem to be impatient at the continued presence of the passman in Oxford and Cambridge; but they would be more tolerant perhaps if they realised how the colleges—which used to be the chief offenders in their lenient indulgence towards the open and unabashed neglector of his studies—have tightened up their discipline in recent years. The mover of the statute said that for a long time the colleges had been requiring the passing of Responsions as a condition of admission, and the rather brazen scandal, not uncommon a quarter of a century ago, of second year men still in residence without passing Responsions is now unknown. In fact, at many of the colleges the standard of admission is higher than that of Responsions, and unless special reasons can be shown they expect all their men to take an Honour School for their final examination. We do not see how any real case can be made out against a University Entrance Examination, especially for those who mean to take one of the ordinary schools for a degree, and it only remains to make sure that the standard set is not too high—as to which we should have thought that there was not much real danger. Lowered standards in entrance examinations are usually followed by lowered standards in the finals, and that is certainly not to be desired at Oxford and Cambridge. A real difficulty, no doubt, arises in connection with the students for diplomas. The great majority of these are "unattached"; and a considerable proportion are of riper years. One can well imagine, therefore, cases where students desiring a Diploma, say, for Agriculture, would be effectually deterred from the attempt if they were required to reach even the Responsions standard in, say, Latin and Mathematics. But we understand that while these students for Diplomas would be required to pass an entrance examination the statute proposes to set up "a dispensing committee" with power to temper the keenness of the wind at the entrance gate to this particular flock. That seems to meet the case fairly well. But surely it could be met even more effectually by not requiring those who are only seeking Diplomas in one particular subject to become technically members of the University at all.—*Daily Telegraph*.

FOGS "SHOT DOWN" BY 'PLANE.

The dispersal of fogs over large areas is a possibility foreshadowed by experiments which have just been carried out by U.S. Army airmen, using an invention of Dr. L. Francis Warren, of Harvard University.

A shower of electrified sand, thrown by centrifugal force through nozzles set in the under part of the plane's fuselage, resulted in the "shooting down" of a series of small clouds and the disintegration of heavier cloud masses.

Capt. Eagle, who piloted the experimental aeroplane, afterwards declared his opinion that two large machines would be quite sufficient to dissipate a dense fog covering 120 square miles or more (an area approximately equivalent to that of London).

The invention will, he considers, be of great service in clearing fogs from harbours.

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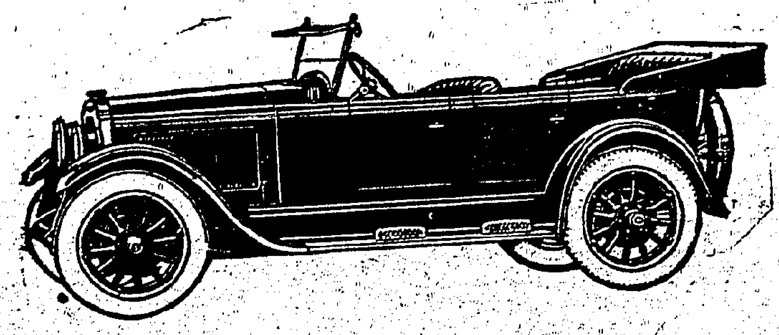
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BOGUS MARRIAGE CONSPIRACY.

FOREIGN WOMEN WHO PAY.

CONTINENTAL GANG.

At the Old Bailey last month Archibald Arthur King, 38, clerk, was sentenced to three years' penal servitude for bigamously marrying two Frenchwomen.

Mr. Travers Humphreys, prosecuting, said that King was married in August 1916 and the bigamous marriages were contracted within a month of each other last February and March.

The object of the marriages was to enable these women to pose as the wives of British subjects so that if they were convicted and recommended for deportation they could produce their marriage certificates and escape being sent back to their own country.

It was well known to the police that a gang of men who were making money out of these women were regularly engaged in this trade in London. In the present case King was paid to marry the women and they had actually obtained passports as British subjects and were now in France.

Detective-Sergeant Berringer said that with Chief Inspector Savage he had been engaged in examining this conspiracy, which was of an extensive character. King had been previously convicted of embezzlement and of living on the immoral earnings of two women.

On the latter occasion the judge said he was sorry King's physical condition did not permit him to receive corporal punishment. King had obtained flats for other Frenchwomen, and the detective said he was satisfied that he was one of the principal members of the conspiracy.

Judge Atherley Jones, in passing sentence, said the offence was one that struck at the very roots of our marriage laws. It constituted a grave danger to the public and was a serious offence against the State.

The gang to which King belonged has been trafficking in these marriages for the past three years. Investigations by Scotland Yard detectives have disclosed that many undesirable women have been saved from deportation by such marriages. The master mind is believed to be living in Paris and to have agents in various Continental towns. These agents get into touch with women of undesirable character, and after they have paid to the headquarters sums ranging from £100 to £300, passports are obtained for them. They are then conducted to England and put into touch with a man who will marry them. In this way they become British citizens. Their treatment on reaching Great Britain depends on the amount of money they have paid. Flats are obtained for them and introductions are arranged. The marriages are usually very hard to detect. In many cases, where it is urgent that the marriage should take place soon after the woman has landed, false residential qualifications are given to the registrar when the man applies for a licence.

LOTTERY FOR A BABY.

In Palazzolo, a small place near Bergamo, in Italy, a curious lottery for a baby has just taken place. Some days ago a baby girl just born was found by the roadside and taken to the town, where, after the child was first attended to by a midwife, it was handed over to the local head of the Carabinieri, a rough old soldier who did not know what to do with the foundling. He and his soldiers did what they could for the comfort of the baby, which, however, became an encumbrance in their station. The Carabinieri chief decided to convey the baby waif to some institute, but meanwhile a number of the inhabitants had taken an interest in the little creature, and objected to it being removed from the parish. Half a dozen workmen's families were willing to adopt it, whereupon the commander of the Carabinieri hit upon the idea of a lottery for the child. This was duly accepted by all, tickets were drawn, and the lot fell to a local mason called Cesare Zerbini, who has a wife and several children. He was delighted with the result, and will adopt the baby girl as his own daughter.

BIG DOGS IN FAVOUR.

WOMEN TIRED OF TINY PETS.

The Birmingham dog show, which was held last month in Bingley Hall, demonstrated the complete recovery of the larger breeds from the setback of the war. Not for many years has Birmingham seen such impressive entries of St. Bernards, Newfoundlands, mastiffs, wolfhounds, and others of the nobler types.

The long list of judges included nine women, and their realm was by no means confined to drawing-room miniatures, for they adjudicated on bloodhounds and Borzois, as well as pugs and Pekingese.

Women are giving increasing attention to big dogs, and for this two reasons are suggested—that they want them as guards and that there is a tendency to tire of the animated "wisps" known as "toys."

The show provided some charming contrasts. The heavy-weight is a magnificent St. Bernard, champion St. Sebastian Pearl, a playful giant, scaling only 5lb. short of 14 stone, and at the other extreme is a young Yorkshire terrier named Lilyhill Little Dorrit, weighing about 2lb.

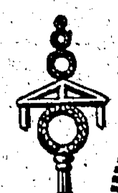
The bulldogs included some of the grandest specimens in the country. As £800 has been refused for the champion Dunscar Draftsman, he was probably the most valuable dog in the show. The Newfoundlands were greatly admired, and the champion dog, Siki, was a massive black specimen weighing 12st.

Not for a long time have so many good bulldogs been seen, and the breed is said to be regaining favour. There were no fewer than 555 rough and smooth haired fox-terriers.

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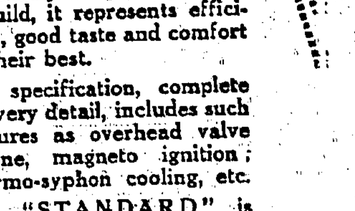
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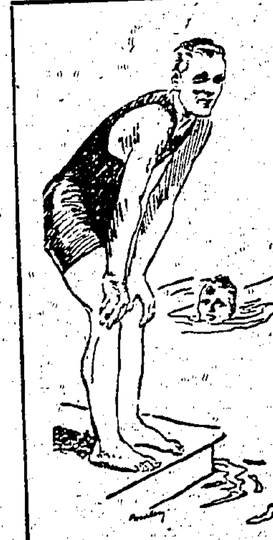


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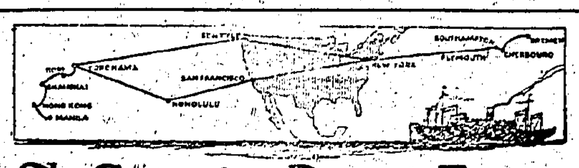
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HANDICAP OF USELESS SHIPS.

Some figures given in the annual report of *Lloyd's Register* of Shipping draw attention anew to a subject of great interest to shipbuilders as well as shipowners—the surplus of out-of-date and uneconomical tonnage which exists all over the world. Of this surplus a large proportion is laid up, and so is not really competing for employment. Yet there are in active service many vessels which cannot be operated economically under present-day conditions, and are being operated only because their losses on service are less than the cost of keeping them laid up, or because their owners look upon them as units in their fleets, which must be kept in their places so long as the fleets pay and until there is such a decrease in the cost of new construction as will permit of their replacement by vessels of newer types. Their continued existence means, that they are really doing much to prevent just that revival in trade which would bring about their own relegation to the scrap heap and would call for the building of vessels of present-day designs. They are handicapping shipping and shipbuilding greatly, and the best policy of owners with regard to them would be one of drastic dismantling and breaking up.

POLICY OF SCRAPPING.

That this policy is now being favoured by owners is evident from the figures to which reference has been made. During the year ending with June there were dismantled or broken up all over the world some 500 vessels, of about 1,250,000 tons. The tonnage was exactly double that dismantled or broken up during the previous 12 months, and is probably explained largely (though this is not stated) by the consignment to the scrap heap of many of the emergency vessels built in America during the war, and since found to be of no commercial value. In no country other than the United States has it been found necessary to adopt a wholesale policy of scrapping with respect to vessels built during the war, as everywhere else the tonnage produced was of permanently good, serviceable types, not perhaps specialized for particular trades, but quite capable of carrying on effective in many general cargo services after being more or less adapted and altered internally. The majority of the American steel vessels, on the other hand, were of poor design and workmanship, and were hurriedly built, while the wooden vessels were never of any trading value whatever.

In addition to the 500 vessels purposely withdrawn from nominal activity during the year, 454, of 600,595 tons, were lost, so that the total deduction from the world's mercantile fleet consisted of 954 vessels, of 1,850,594 tons. In normal, pre-war times these would have been very high figures. It is difficulty indeed to imagine circumstances in which such figures would have been possible, as never before the war was there such an enormously large surplus of unemployable tonnage, as there has been for about five years back. If, however, over 1,750,000 tons had disappeared within 12 months, one inevitable result would have been a great demand for new vessels to take the places of those which had been lost, dismantled, or broken up; and all the shipyards of all the maritime countries would have been working at fever heat to make good the deficiency in the different mercantile marines. At present there is no special shipbuilding activity anywhere, least of all in America, so that the very large amount of tonnage deducted is evidently hardly missed at all. At any rate, very little of it requires to be replaced, as its owners have not so far embarked on any general policy of ordering new vessels.

SURPLUS CARRYING CAPACITY.

The explanation is to be found in another set of figures. Notwithstanding this removal of more than 1¼ millions of tons of shipping, the mercantile fleets of the world are still larger by about 15,000,000 tons than they were in 1914. That is the real handicap on a revival in shipping and shipbuilding. It is no doubt true, the compilers of *Lloyd's Register* figures suggest, that a large proportion of this tonnage is laid up, and is unlikely ever to seek successfully for profitable employment. It may also be true that when a real revival in world trade does come many vessels now on service will be found to be uneconomical, and will have to be dismantled, broken up or laid up. But all this does not alter the fact that while overseas shipping is a less profitable proposition than it was in 1914, there are still in existence vessels representing 15,000,000 tons more than there were then.

There is still an enormous surplus of carrying capacity, and no matter though a large proportion of it is uneconomical its very existence is a burden on the shipping and shipbuilding industries, and relief can only be found in a drastic policy of scrapping. It is so far satisfactory that the tonnage scrapped last year was double that of the previous year, but the most recent figures could quite well be quadrupled during the current year, without indeed causing any disadvantage to shipping or creating any rush on the shipyards for new vessels. Such a policy will require more courage than the great majority of shipowners have yet exhibited. They have been temporizing for years, carrying on with old vessels in the hope that the tide of trade would turn so that these vessels would earn dividends sufficient to pay for more modern ships—in short, waiting something to turn up. If they had adopted scrapping as a definite policy years ago they would have had to cut a certain amount of losses, but they would have been better off now; they would have had modern vessels, and the shipyards would not have had such lean times as those through which they have passed.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Khiva* left Shanghai for this port on the 23rd inst. at 4 p.m., and is due here on the 26th inst. at about 6 a.m.

The M.M. s.s. Porthos, which left Hongkong on November 9th, arrived at Marseilles on December 13th.

The N.Y.K. s.s. *Haruna Maru* (European passenger line), left Singapore for Hongkong on December 23rd, and is expected here on December 28th, in the afternoon.

The N.Y.K. s.s. *Rangoon Maru* (Bombay line), left Kobe for Hongkong *viâ* Moji on December 23rd, and is expected here on January 1st.

The N.Y.K. s.s. *Hakozaki Maru* (European passenger line), left Moji for Hongkong *viâ* Shanghai, on December 23rd, and is expected here on December 30th.

The N.Y.K. s.s. *Yamagata Maru* (Calcutta line), left Kobe for Hongkong *viâ* Moji on December 22nd, and is expected here on December 30th.

The s.s. *Eurypylus* (Blue Funnel Line), left Liverpool on the 20th inst. for Singapore, Hongkong and Shanghai, and is due here on or about January 29th.

The s.s. *Slavia Prince*, from New York, sails from Shanghai on the 25th inst., and is expected to arrive here on the 28th inst.

VESSELS EXPECTED.

Atreus (Blue Funnel), due January 6th.
Empress of Russia, due January 8th.
Kalyan (P. & O.), due December 27th, 10 a.m.
Kamo Maru (N.Y.K.), due January 13th.
Knight Companion (Blue Funnel), due January 21st.
Meriones (Blue Funnel), due January 16th.
President Grant (Admiral Oriental) due, from Manila, December 27th, 7 a.m.
President Harrison (Dollar), due Jan. 5th.
President Madison (Admiral Oriental), due December 31st.
President Van Buren (Dollar), due Jan. 19th.
Sicilia (P. & O.), due December 29th, 6 p.m.
Tyndareus (Blue Funnel), due January 13th.

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SHANGHAI via SWATOW	"FAUSANG"	Friday,	26th Dec., 7 a.m.
SANDAKAN	"MAUSANG"	Saturday,	27th Dec., Noon.
MANILA	"SUISANG"	Saturday,	27th Dec., 3 p.m.
BANGKOK via SWATOW	"CHAKSANG"	Sunday,	28th Dec., 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Sunday,	28th Dec., 7 a.m.
TIENTSIN via SWATOW & SHANGHAI	"CHIPSHING"	Monday,	29th Dec., 7 a.m.
SHANGHAI via SWATOW	"TUNGSHING"	Tuesday,	30th Dec., 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Wednesday,	31st Dec., 7 a.m.
SHANGHAI via SWATOW	"YATSHING"	Friday,	2nd Jan., 7 p.m.
YOKOHAMA via AMOY, MOJI & KOBE	"FOOKSANG"	Friday,	2nd Jan., Noon
STRAITS & CALCUTTA	"BARRYMORE"	Wednesday,	14th Jan., 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday,	20th Jan., 3 p.m.

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"GLENBEG"	25th Dec.	"CARNARVONSHIRE"	1st Jan.	London, Rotterdam & Hamburg via Oran.
"GLENSHIEL"	7th Jan.	"GLENTARA"	23rd Jan.	London, Rotterdam and Hamburg.
"PENBROKESHIRE"	22nd Jan.	"GLENBEG"	1st Feb.	London, Rotterdam & Hamburg.
"GLENIFFER"	5th Feb.	"GLENSHIEL"	15th Feb.	London, Rotterdam & Hamburg
"GLENOGLE"	15th Feb.			

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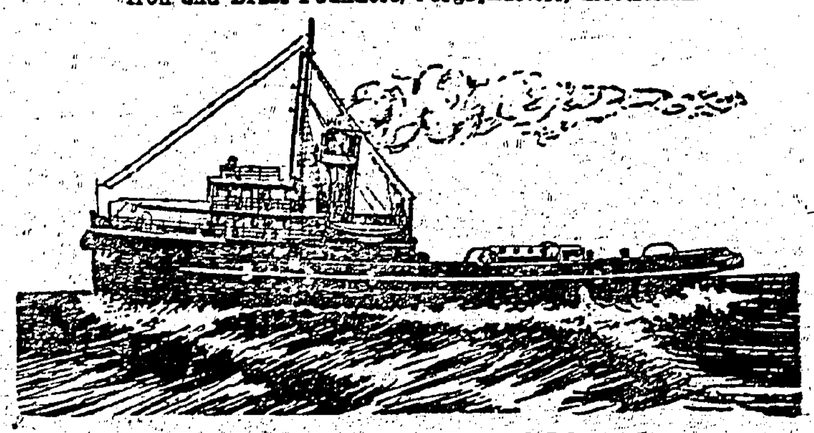
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SHIPPING NEWS

ARRIVALS.

December 23rd.

Aloinam, Portuguese str., 484 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf.—Kwang O S.S. Co. December 24th.

Empress of Canada, British str., 12,811 tons, Capt. S. Robinson, C.B.E., R.N.R., from Vancouver, which port she left on December 5th, with a general cargo, lying at Kowloon wharf.—C.P.S.S., Ltd.

Fan Sang, British str., from Canton, lying at buoy No. B9.

Fengler, Chinese str., 1,260 tons, Capt. T. Mori, from Saigon and Swatow, with a general cargo, lying at buoy No. C87.—Yue Tai Hong.

Forde, Norwegian str., from Canton, lying at Stonecutters.

Fookhong, British str., 1,218 tons, Capt. F. C. Novik, from Saigon, with a general cargo, lying at buoy No C44. —Sun Foong Hong.

Hai Hong, British str., 1,270 tons, Capt. E. Walker, from Swatow, with a general cargo, lying at Douglas wharf.—Douglas, Lapraik & Co.

Hydrangea, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chia On wharf.—Chai On S.S. Co.

Jerke, Norwegian str., 679 tons, Capt. G. F. Krogh, from Keelung, with a general cargo, lying at buoy No. C47.—Pak Tai Co.

Luchow, British str., 1,998 tons, Capt. F. M. Dillon, from Tsingtau and Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Ming Sang, British str., 969 tons, Capt. J. H. Ferguson, from Haiphong and Hoihow, with a general cargo, lying at buoy No. C35.—J. M. & Co.

Pooler, Chinese str., 315 tons, Capt. Chan Chan, from Kwang Chow Wan, with a general cargo, lying at C.M.S.N. wharf.—Tung Woo Co.

Szechuen, British str., from Canton, lying at Stonecutters.

Sungshan Maru, Japanese str., from Canton, lying at buoy No. C38.

Tungshing, British str., 1,173 tons, Capt. R. M. Bateman, from Shanghai, with a general cargo, lying at West Point wharf.—J. M. & Co.

Yingchow, British str., from Canton, lying at buoy No. B9.

Yoshida Maru No. 3, Japanese str., Capt. F. Sasada, from Sydney and Brisbane, with a general cargo, lying at buoy No. A31.—Y.K.K.

CLEARANCES.

December 24th.

Chipshing, for Canton.
Corona, for Chinwangtao.
Dermot, for Saigon.
Drafu, for Canton.
Dukes, for Swatow.
Elida Clausen, for Canton.
Fingal, for Palembang.
Fuk Tai, for Bangkok.
Haldisy for Saigon.
Ikumasan Maru, for Hongay.
Liensbing, for Swatow.
Luchow, for Canton.
Mondego, for Canton.
Oudenkerk, for Manila.
Pooler, for Kwang Chow Wan.
Sungshan Maru, for Swatow.
Taikwa Maru, for Swatow.
Tungsten, for Swatow.
Tjiliwung, for Mecassa.
Tungshing, for Canton.
Wong Shek Kwag, for Saigon.
Yingchow, for Shanghai.
Yoshida Maru No. 3, for Keelung.
Yuenyuen, for Hoihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Hong*, on December 24th: Mr. J. E. Halmann, Mr. H. L. Mechenburg and Dr. W. H. Wessal.

Per R.M.S. *Empress of Canada*, on December 24th:—Mr. and Mrs. L. Bates, Mr. H. Burgess, Mr. and Mrs. J. K. Chatham, Mr. E. Janssen, Mr. G. H. Lynott, Mr. and Mrs. J. R. Kennedy, Mr. O. R. Sykes, Mr. B. C. Guy, Mr. G. E. Lyon, Mr. C. H. Metz, Mr. and Mrs. C. F. Tift, Miss A. S. Alexander, Mr. H. Blattman, Mr. H. Blattman, jr., Mr. W. T. Dye, Capt. and Mrs. D. Ferguson, Mr. C. G. G. Haddon, Mr. Y. Hiki, Rev. and Mrs. O. F. Humphreys, Misses F. C. and M. Humphreys, Mr. J. Lokan, Miss E. Littell, Mr. F. B. Marshall, Mr. K. Nishikawa, Mr. and Mrs. J. R. Pasquier, Miss E. Singleton, Mr. O. Tajimura, Mr. B. Montieth Webb, Mr. and Mrs. B. D. Duncan, Miss M. Gill, Mr. P. L. Hindman, Miss L. Hylton, Sister Mary, Mr. Pumjabe Dharma Mond, Mr. and Mrs. P. W. Mussar, Mr. H. W. Meyer, Rev. and Mrs. J. A. Penter, Sister D. Robichaud, Mrs. E. S. Scott, Miss M. Stewart, Sister J. Vigneault, Mr. A. K. Williams, Mr. Sam Chi, Miss E. Rudy, Miss M. Turley, Mrs. M. Lyer, Mr. J. E. Badeley, Mr. G. ci. Borjnevitch, Mrs. L. Bovington, Mrs. M. J. Danenberg, Miss M. Danenberg, Miss M. E. Nilson, Mr. D. Seth, Mr. J. Marasigan, Mr. and Mrs. M. H. Jolley, Mr. E. J. Conant, Mr. and Mrs. P. Gleichauf, Mr. O. F. O'Neill, Mr. A. F. Anderson, Mr. R. C. Dewhurst, Mr. and Mrs. H. D. Potts, Mr. L. Shaw, Mr. and Mrs. F. B. Stanley, Mr. J. F. Dwyer, Mr. T. Dwyer, Mr. V. J. Llamas, Mr. F. Rustia, Dr. J. V. Pansalarg, Mr. H. A. Servillas, Mr. S. Hayashi, Mrs. H. J. La Croix, Mrs. F. Goldenberg, Miss R. Goldenberg, Mrs. Hudson, Master C. F. Lewis, Mrs. F. C. McCleary, Mrs. C. D. Overfelt, Mrs. L. Rupert, Miss M. Villaflor, and Mrs. L. M. Young.

Per Blue Funnel s.s. *Sarpedon*, on December 24th:—Mr. and Mrs. C. J. G. Hill, Mr. and Mrs. G. S. Aveyard, Mrs. and Miss J. T. Knowles, Mrs. Caunt, Mrs. E. A. Rates, Mr. and Mrs. E. O. Cumming, Mrs. Vick, Mr. Cumming, the Misses Aveyard, Mrs. Matthews, the Misses N. N. and O. Matthews, Mr. H. E. Jones, Miss J. Matthews, Mrs. E. S. Little, Rt. Rev. Bishop F. L. Morris, D.D., Miss D. M. Eltchan, Mr. and Mrs. G. S. Dodwell, Hon. Mr. E. R. Halifax, Capt. and Mrs. F. S. Adoy, Mr. J. T. Knowles, Mr. and Mrs. S. C. Adams, Miss R. B. Springfield, Mrs. Piquet, Mr. and Mrs. A. T. Penneeard, Mrs. Butcaart, Mr. and Mrs. A. W. Hayward, Master H. N. Hayward, Capt. and Mrs. J. B. Bailey, Capt. C. C. Williams, Mr. J. Robertson, Miss C. M. Blake, Miss Couth, Miss J. C. Wilson, Sir George A. Stevenson, Mr. F. W. Potter, Mr. H. H. Bond, Mr. and Mrs. T. C. Drakeford, Miss B. Drakeford, Mr. D. L. King, Mr. J. C. Sibley, Mr. and Mrs. C. G. N. Tinson, Mr. E. P. Higgs, Mr. F. J. Robinson, Mr. and Mrs. C. B. Cook, Mr. and Mrs. J. Pll Sherry, Mr. and Mrs. F. Harley, Mr. R. F. C. Master, Mr. C. Greenland, Mrs. H. Melville Smith, Mr. A. Hutchison, Mr. R. Melville Smith, Mr. E. Adams, R.N., and Mrs. C. E. Thompson, R.N.

(*Other Shipping News on page 9*).

WEATHER REPORT.

December 24th at 18.00.—Pressure has decreased moderately from Chefoo to Shanghai, and slightly over the S.E. coast, Formosa and Tongking; it has increased considerably over N. Japan, and slightly to moderately elsewhere.

The anticyclone has moved eastward into the Yellow Sea. Strong monsoon will continue over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, Dec. 24th 0.00 inch. Total since January 1st, 98.49 inches, against an average of 82.93 inches.

The forcast for the 24 hours ending at 18 hours, Dec. 25th is as follows:—

District	Forecast
Formosa Channel	N. winds, strong.
Hongkong to Gap Rock	N.E. winds, fresh; cloudy, drizzle or mist.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 24th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	30.10	30.15	30.12
Temperature ...	66	57	59
Humidity ...	42	65	56
Wind Direction...	N	E	E
" Force ...	2	5	4
Weather	B	O	O
Rain	0.00	0.00	0.00

Hightest open-air Temperature on 23rd ... 66
Lowest open-air Temperature on 24th ... 56

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.

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ARRIVALS FROM EUROPE:

s.s. "OLDEKERK" 13th Jan., 1925.
s.s. "GEMMA" 10th Feb., "
s.s. "OOSTKERK" 10th March, "

SAILINGS FOR EUROPE:

s.s. "SALAWATI" End of Jan., 1925
s.s. "OLDEKERK" End of Feb., "

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"EMPRESS OF CANADA"

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5.00 p.m., Friday, December 26th.

And Arrive MANILA
8.00 a.m., Sunday, December 28th.

Will Sail from MANILA to HONGKONG
5.00 p.m., Monday, December 29th.

And Arrive HONGKONG
8.00 a.m., Wednesday, December 31st.

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"LUDWIGSHAFEN"	2nd January, 1925	17th January, 1925
"DERFFLINGER"		6th February "
"SCHLESIEN"	1st February "	21st February "
"FULDA"		6th March "
"AACHEN"	1st March "	27th March "
"TRIER"	29th March "	4th April "
"SAARBRUECKEN"	26th April "	2nd May "
"DESSAU"	24th May "	14th June "
"COBLENZ"	21st June "	27th June "
"ANHAULT"	19th July "	10th August "
"FULDA"	16th August "	22nd August "
"TRIER"	13th September "	19th September "
"SAARBRUECKEN"		17th October "

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M.S. "CEDARBANK" ...via Suez Canal... ... 8th Feb.

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S.S. "PRESIDENT WILSON" " January 17th, at 11 a.m.
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HONGKONG—MANILA

S.S. "PRESIDENT WILSON" ... Sailing January 7th, at 2 p.m.
S.S. "PRESIDENT LINCOLN" " January 21st, at 2 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.
1st Floor, Queen's Building, Hongkong.
Cable Address: "SOLANO." Tel. Central 141, " " 3322. Canton Agents: HOLYOAK, MASSEY & CO., LTD.

N.Y.K



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440
IYO MARU Wednesday, 31st Dec., at 11 a.m.
SHIDZUOKA MARU Wednesday, 4th Feb., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HAKOZAKI MARU Wednesday, 31st Dec., at 11 a.m.
HAKUSAN MARU Wednesday, 14th Jan.

HAMBURG via LONDON & ROTTERDAM.
DAKAR MARU Sunday, 7th Feb.

LIVERPOOL via ADEN & MARSEILLES.
LIMA MARU Monday, 8th Feb.

SYDNEY & MELBOURNE via Manila Ports.
ARI MARU Wednesday, 14th Jan., at 11 a.m.
MISHIMA MARU Wednesday, 18th Feb.

NEW YORK & BOSTON via PANAMA.
TATSUNO MARU Sunday, 4th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU (calls Delagoa Bay & Port Elizabeth)...Wednesday, 24th Dec.

BOMBAY via Singapore, Penang & Colombo.
MURORAN MARU Saturday, 27th Dec.
RANGOON MARU Friday, 2nd Jan.

CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU Wednesday, 31st Dec.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Wednesday, 14th Jan.

SHANGHAI, KOBE & YOKOHAMA.
MARIOKA MARU Friday, 26th Dec.
HARUNA MARU Tuesday, 30th Dec.
WAKASA MARU (Kobe Direct) Tuesday, 6th Jan.
KAMO MARU Wednesday, 14th Jan.

For farther information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292, 293 & 2423. Y. YAMAMOTO, Manager.

ADMIRAL ORIENTAL LINE



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT GRANT" Dec. 29th.
"PRESIDENT MADISON" Jan. 10th.
"PRESIDENT JACKSON" Feb. 3rd.
"PRESIDENT McKINLEY" Feb. 27th.
"PRESIDENT JEFFERSON" Mar. 11th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Moncelass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MADISON" Jan. 1st.
"PRESIDENT JACKSON" Jan. 25th.
"PRESIDENT McKINLEY" Feb. 18th.

Through Bills of Lading to all United States and Canadian Overland Points also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in Admiral Oriental Line Offices, New York, Chicago, Seattle.

For Passage and Freight Booking apply to
ADMIRAL ORIENTAL LINE,
Hongkong and Shanghai Bank Building (Ground Floor).
Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF TOKIO" 12th Jan.....Havre, London, R'dam., Hamburg

PASSENGER SERVICE.

‡ "CITY OF KARACHI" 29th Jan.....Marseilles, London, etc.
‡ "CITY OF BARODA" 4th March..... Do.
‡ "TRAFFORD HALL" 11th April..... Do.

* "A" Class. †† "B" Class.

FARES TO LONDON.

SINGLE 1st Class "A"...£92. "B"...£84. | SINGLE 2nd Class "A"...£62. "B"...£56.
Cargo Steamers, Saloon Passage—£62.

For further particulars, apply to—
THE BANK LINE, LTD.
(Tel. Central 780).
or
HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s.	"HYSON"	—	—	—via Suez Canal	28th Dec.
s.s.	"IXION"	...	...	—via Suez Canal	8th Jan.
s.s.	"COLORADO"	...	...	—via Suez Canal	19th Jan.
s.s.	"ATREUS"	...	...	—via Suez Canal	28th Jan.
s.s.	"CITY OF BEDFORD"			—via Suez Canal	7th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.
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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL LECAT	—	—	4th Jan., 1925
ANDRE LEBON	—	—	18th Jan., „
AMBOISE	4th Dec	5th Jan., 1925	1st Feb., „
CHANTILLY	18th Dec.	19th Jan., „	15th Feb., „
PORTHOS	1st Jan., 1925	2nd Feb., „	1st Mar., „
AMAZONE	15th Jan., „	16th Feb. „	15th Mar., „

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd „£ 68. 0s. 0d.
B CLASS STEAMERS: 1st Class.....£ 83. 0s. 0d. | 2nd „£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of January, 1925.
Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
8, QUEEN'S BUILDING.
Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG	Capt. Ellis Walker	Sunday,	28th Dec., at 10 a.m.
HAICHING	Capt. A. H. Stewart	Tuesday,	31st Dec., at 1 p.m.
HAI-NING	Capt. W. C. Passmore	Tuesday,	6th Jan., at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freights and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers. [3

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON

and

NEW YORK



S.S. "SLAVIC PRINCE" 1st Jan., 1925
S.S. "EASTERN PRINCE" 1st Feb., „

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building.
Telephone Central 3155
Telegrams Furnprince.
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P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KHIVA"	9,135	27th Dec., Noon	Marseilles, L'don., Rotterdam, Hamburg, Antwerp and Hull.
		1925	
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	6,813	21st Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London, R'dam. & Antwerp
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,834	18th Feb.	S'pore., Penang, Colombo & B'bay.
"KASHMIR"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"SOUDAN"	6,696	18th Mar.	S'pore., Penang, Colombo & B'bay.
"KASHGAR"	9,005	21st Mar.	Marseilles, London & Antwerp
"SICILIA"	6,813	31st Mar.	S'pore, Penang, Colombo & B'bay'.
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARMALA"	9,098	18th Apr.	Mars., L'don. & A'werp.
"MACEDONIA"	11,089	2nd May	Marseilles & London
"SARDINIA"	6,684	16th May	S'pore., Penang, Colombo & B'bay.

BRITISH INDIA—APCAR SAILINGS

"TAIREA"	8,500	5th Jan., 1925	Singapore, Penang & Calcutta
"TAKADA"	6,949	16th Jan., „	do.
"TALMA"	10,000	28th Jan., „	do.
"TILAWA"	10,000	24th Feb., „	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	30th Dec.	Manila, Kc'ambogan, Sandakan, Thursda Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	4th Feb., 1925	Manila, Sandakan, Thursday Island, Townsville, Brisbane,
"TANDA"	6,958	28th Feb., „	Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver (San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TAKADA"	6,949	26th Dec., D.L.	Amoy, Shanghai, Moji & Kobe.
"KALYAN"	9,118	28th Dec. 10 a.m.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	29th Dec. 10 a.m.	do.
		1925.	
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"DONGOLA"	8,083	7th Jan.	Shanghai & Kobe.
"TALMA"	10,000	10th Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe
"KASHMIR"	8,963	24th Jan.	do.
"SARDINIA"	6,684	24th Jan.	do.
"TILAWA"	10,000	24th Jan.	Moji & Kobe
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe
"TANDA"	6,958	7th Feb.	Moji & Kobe
"KASHGAR"	9,005	21st Feb.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	21st Feb.	do.
"SICILIA"	6,813	7th Mar.	do.
"ARAFURA"	6,000	7th Mar.	Moji & Kobe.
"MANTUA"	10,902	7th Mar.	Shanghai, Moji & Kobe
"KARMALA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe.
"SARDINIA"	6,834	17th Apr.	Shanghai, Moji & Kobe
"NAGOYA"	6,854	22nd Apr.	do.
"MOREA"	10,911	1st May	do.
"TANDA"	6,958	9th May	Moji & Kobe.
"KALYAN"	9,118	15th May	Shanghai, Moji & Kobe.
"MALWA"	10,941	29th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to NOON on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents.

Y. K. K.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG,
SAILING FROM HONGKONG.

For CANTON
For HAIPHONG via Hoihow & Pakhoi
For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office
No. 37, Bonham Strand West
Tel. Central No. 156.
K. MITARAI, Agent
Top Floor King's Building
Tel Central Nos. 140 & 4457

CHINA NAVIGATION CO LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SHANGHAI	"SZECHUEN"	On 25th Dec., Noon.
HAIPHONG	"TAMING"	On 26th Dec., 11 a.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 27th Dec., Noon.
CHEFOO & TIENTSIN	"KIUKIANG"	On 27th Dec., Noon
HOIHOW & SINGAPORE	"CHINHUA"	On 28th Dec., 11 a.m
SWATOW & SHANGHAI	"SOOCHOW"	On 28th Dec., 11 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 29th Dec., 11 a.m.
AMOY & SHANGHAI	"SUIYANG"	On 30th Dec., D.L.
SHANGHAI & TSINGTAO	"CHUSAN"	On 31st Dec., Noon.
SHANGHAI	"SINKIANG"	On 1st Jan., 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 1st Jan., 11 a.m.
SHANGHAI & TSINGTAO	"KANCHOW"	On 3rd Jan., Noon
SWATOW & BANGKOK	"KALGAN"	On 5th Jan., 11 a.m.
AMOY & SHANGHAI	"SUNNING"	On 6th Jan., D.L.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.
TELEPHONE CENTRAL 88.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Banga, Thursday Is., & Aus. Ports on or about
"CHANGSHA"	10th Jan., 1925	17th Jan., 1925
"TAIYUAN"	23rd Feb., „	28th Feb., „

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE,
Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ,
S.S. "BOLTON CASTLE" Sails about 4th Jan., 1925

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS,

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

s.s.	"VENEZIA"		Sails about 1st Jan., 1925.
s.s.	"NUMIDIA"		Sails about 14th Jan., „
s.s.	"LACONIA"		Sails about 22nd Jan., „
s.s.	"FIUME-L"		Sails about 1st Feb., „

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

s.s.	"ROSANDRA"		Sails about 7th Jan., 1925.
s.s.	"NUMIDIA"		Sails about 2nd Feb., „
s.s.	"VENEZIA"		Sails about 7th Feb., „
s.s.	"LACONIA" (cargo only)		Sails about 26th Feb., „
s.s.	"FIUME-L"		Sails about 27th Mar., „

NATAL LINE OF STEAMERS

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMTALI" Sails about 31st December.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED
Telephone Central 1039. Agents.

AMERICAN FAR EAST LINE

OPERATED FOR UNITED STATES SHIPPING BOARD

STRUTHERS & BARRY, MANAGING AGENTS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE
(22 days to San Francisco. 28 days to Los Angeles).

U.S.S.B. "WEST SEQUANA"... Due Hongkong 31st Dec.
Leave Hongkong 3rd Jan.
U.S.S.B. "WEST JESTER" Due Hongkong 12th Jan.
Leave Hongkong 14th Jan.

Cargo accepted for Transhipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S.B. "WEST CHOPAKA"... Due Hongkong 10th Jan
Leave Hongkong 12th Jan.

TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "WEST CARMONA" Due Hongkong 25th Jan.
Leave Hongkong 26th Jan.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—
STRUTHERS AND BARRY,
1st Floor, Queen's Building.
G. F. BRADFORD,
Gen. Agent. [12
Phone: Central 3006.

POST OFFICE NOTICE.

CHRISTMAS HOLIDAYS.

On Thursday, the 25th inst.; Friday, 26th; and Saturday, 27th, the G.P.O. and Branch Post Offices will be open as follows:—

The G.P.O.—8 a.m. to 9 a.m. on the 25th and 26th, and 8 a.m. to 10.30 a.m. on the 27th.

Kowloon and Shumshuipo Branches—8 a.m. to 9 a.m. on each day.

Wantsai, Saiyingpun and Yaumati Branches—8 a.m. to 9 a.m., and 5 p.m. to 6 p.m. on each day.

Shaungwan Branch—8 a.m. to 9 a.m., and 5.30 p.m. to 8 p.m. on each day.

There will be one collection of letters from the pillar boxes, and one delivery of ordinary correspondence each day as on Sundays, and also one delivery of registered correspondence from the G.P.O. each day at 9 a.m.

There will be one delivery from the Branch Post Offices on each day at noon.

The Money Order Office will be entirely closed during the holidays.

The Public are reminded that Xmas and New Year Cards posted in closed covers with notched corners are subject to letter rates of postage.

INWARD MAILS.

From	Per	Due
Shanghai	*Soochow*	24th Dec.
Shanghai	*Khiva*	26th Dec.
Europe via Suez (Letters & Papers, London, 17th Nov., & Parcels, 20th Nov.)	*Kaiyan* ...	27th Dec.
Straits	*Sicilia*	27th Dec.
Manila	*Pres. Grant*	27th Dec.
Straits	*Haruna Maru* ..	29th Dec.
U.S.A., Canada, Japan and Shanghai	*Pres. Madison* ...	31st Dec.
U.S.A., Honolulu, Japan and Shanghai	*Pres. Harrison* ...	5th Jan. 1925

OUTWARD MAILS.

For	Per	Date.	
Swatow, Amoy and Formosa	*Teikwa Maru* ...	Thursday, 25th,	8.00 A M
Shanghai and Japan	*Fenland* ...		8.00 A M
Amoy	*Tanda*		9.00 A M
Saigon	*Wong Shek Kung*		9.00 A M
Manila	*Emp of Canada*	Friday, 26th,	9.00 A M
Amoy	*Hydrangea* ...		9.00 A M
Haiphong	*Taming*		9.00 A M
Straits, Ceylon, India, Mauritius, L. Marques, E. and S. Africa Egypt, & EUROPE via Marseilles—due Marseilles, 24th January, 1925. ...	*Khiva*	Parcels, Fri., 26th, Saturday, 27th, Registration Letters	9.00 A M 9.45 A M 10.30 A M
Sandakan	*Mausang* ...		10.00 A M
Amoy & Manila	*Suisang* ...		10.00 A M
Shanghai	*Luchow*		10.00 A M
*Swatow and Bangkok	*Chaisang*		
Shanghai and Japan	*Kaiyan*	Sunday, 28th,	8.30 A M
Swatow and Amoy Foochow... ...	*Hai Hong*... ...		9.00 A M
Hoihow	*Chinhua*		9.00 A M
*Swatow, *Amoy and Formosa	*Kaijo Maru* ...		9.00 A M
Shanghai, Japan, Canada, U.S.A., Central South America, and *EUROPE via Victoria, B.C.—due Victoria, B.C., 16th Jan., 1925		Parcels, 27th, Monday, 29th, Reg. Letters	10.30 A M 8.00 A M 8.30 A M
*Swatow and Bangkok ...	*Pres. Grant* ...		9.30 A M
Straits, Ceylon, India, Mauritius E & S Africa, Egypt & EUROPE via MARSEILLES due Marseilles, 29th Jan., 1925.	*Kwangchow* ...		
Amoy	*Teiresias* ...	Registration Letters	1.45 P M 2.30 P M
Saigon, *Straits, *Ceylon and S Africa ... Shanghai, Japan and EUROPE via Siberia (Correspondence specially superscribed "Via Siberia" only) ...	*Suiyang* ..		5.00 P M
Swatow, Amoy and Foochow ...	*Manila Maru* ...	Tuesday, 30th,	9.30 A M
Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Egypt, and Europe via Marseilles—due Marseilles 31st Jan., 1925	*Haruna Maru* ...		10.30 A M
	Haiching		Noon
	Hakusaki Maru	Wednesday, 31st, Registration Letters	8.45 A M 9.30 A M
		JANUARY.	
Straits	*Vancloon* ...	Thursday, 1st,	9.00 A M
Manila	*Pres. Madison* ...		9.00 A M
*Swatow, Amoy & Formosa	*Kotsu Maru* ...		9.00 A M
Saigon	*Busho Maru*	Friday, 2nd,	1.30 P M

*Correspondence name vessel's bearing only

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

TEIRESIAS ...29TH DEC. Marseilles, London, Rotterdam, Hamburg & Hull

AUTOMEDON 5TH JAN. Amsterdam, London & Hamburg

*ELPENOR ...12TH JAN. London, Rotterdam & Hamburg

SARPEDON ...27TH JAN. Marseilles, London, Rotterdam & Glasgow

* via Oran.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

*CYCLOPS ...31ST DEC. Marseilles, Havre, Liverpool & Glasgow

TITAN ...20TH JAN. Genoa, Marseilles, Liverpool & Glasgow

*BELLEROPHON 1ST FEB. Marseilles, Havre, Liverpool & Glasgow

PROTESILAUS 19TH FEB. Genoa, Marseilles, Liverpool & Glasgow

* via Port Sudan.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

PHILOCTETES 18TH JAN. Victoria, Seattle & Vancouver

TALTHYBIUS ...10TH FEB. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

HYSON ...28TH DEC. Boston, New York, Baltimore via Suez

IXION ... 8TH JAN. Boston, New York, Baltimore via Suez

ATREUS ...28TH JAN. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

SARPEDON	..4 p.m., 27TH DEC.	Shanghai
TEIRESIAS	...29TH DEC.	Singapore, Marseilles & London
SARPEDON	...27TH JAN.	Singapore, Marseilles & London
PATROCLUS	...10TH MAR.	Singapore, Marseilles & London
ANTENOR	... 7TH APR	Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

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AGENTS.

20]

COMMERCIAL.

OPENING QUOTATIONS.

December 24th, 1924.

On London.—	
Telegraphic Transfer ...	2/4½
Bank Bills, on demand ...	2/4 3/16
Bank Bills, at 30 days' sight ...	—/—
Bank Bills, at 4 months' sight	2/4⅜
Credits, at 4 months' sight ...	2/5
Documentary Bills, 4 months' sight	2/5⅛
On Paris.—	
Bank Bills, on demand ...	1,025
Credits, 4 months' sight ...	1,125
On New York.—	
Bank Bills, on demand ...	55½
Credits, at 30 days' sight ...	56⅜
On Bombay.—	
Telegraphic Transfer ...	155
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	155
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	
On Yokohama.—On demand ...	143½
On Manila.—On demand ...	110½
On Singapore.—On demand ...	100½
On Batavia.—On demand ...	136
On Haiphong.—On demand ...	nom.
On Saigon.—On demand	—
On Bangkok.—On demand ...	79½
Sovereign, Bank's Buying rate ...	$ 8.31
Gold Leaf, 100 fine, per tael	46.80
Bar Silver, per oz.	32 3/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors ...	$20,000,000

Court of Directors:

W. L. Pattenden, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.

B. D. F. Beith, Esq. | A. O. Lang, Esq.
W. H. Bell, Esq. | J. A. Plummer, Esq.
A. H. Compton, Esq. | T. G. Weall, Esq.
Hon. Mr. P. H. Holyoak. | G. M. Young, Esq.

Chief Manager
A. H. Barlow, Esq.

Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 26th November, 1924. [27

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 2nd September, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,800,000
Reserve Liability of Proprietor ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th, 1924 [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office—Taipeh, Formosa.

Branches:

Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.

Formosa:—Giran Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.

China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.

Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:

London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continents, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager

Hongkong Branch
4, Des Voeux Road,
Hongkong, 25th June, 1923.

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,667,283.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mengtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	nom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:

In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.

In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [33



THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital... ...	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,150,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

Per annum.
For 3 months at the rate of 3 per cent.
For 6 " 4 "
For 12 " 5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 77,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	Peking	Tokyo
Honolulu	Rio de Janeiro	Tsinanfu
Kai Yuan		Tsingtao
		Vladivostock

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 27th October, 1924. [32

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NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,000,000 (£6,666,670)
Reserve Fund	23,045,032 (£1,870,419)
Special Reserves	23,650,000 (£1,888,333)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA

Branches:—Bandjermasin, Bandoeng Bombay, Calcutta, Cheribon, Djambes Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang Palembang, Pecalongan, Penang Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore Soerabaia, Soerakarta (Solo), Tegal Tjilatjap and Weltevreden.

London Banker:—National Provincial Bank, Ltd.

Corespondents all over the World.

Banking Business of Every Description.

W. H. GROSKAMP,
Agent.

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital.....	$50,000,000.00
Paid-up Capital	18,278,600.00
Reserve Founds	9,629,435.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [35

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